

**THE
RAILWAY GAZETTE**

A Journal of Management, Engineering and Operation
INCORPORATING

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DIESEL RAILWAY TRACTION SUPPLEMENT

The April issue of THE RAILWAY GAZETTE Supplement, illustrating and describing developments in Diesel Railway Traction, will be ready on April 1. price 1s.

GOODS FOR EXPORT

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this paper should not be taken as indicating that they are available for export

POSTING "THE RAILWAY GAZETTE" OVERSEAS

We would remind our readers that there are many overseas countries to which it is not permissible for private individuals to send printed journals and newspapers. THE RAILWAY GAZETTE possesses the necessary permit and facilities for such dispatch.

We would emphasise that copies addressed to places in Great Britain should not be re-directed to places overseas

REDUCTION IN SIZE OF PAGE

To economise in paper our readers will observe a slight reduction in the size of THE RAILWAY GAZETTE in that the size of the page has been reduced from 9 in. x 12 in. to 8½ in. x 11½ in. The type area of the page remains the same, namely, 7 in. x 10 in., but the surrounding margins have been reduced. This of course detracts from the appearance of the paper, but is one of the exigencies of the war

TO CALLERS AND TELEPHONERS

Until further notice our office hours are:

Mondays to Fridays 9.30 a.m. till 5 p.m.

The office is closed on Saturdays

ANSWERS TO ENQUIRIES

By reason of staff shortage due to enlistment, we regret that it is no longer possible for us to answer enquiries involving research, or to supply dates when articles appeared in back numbers, either by telephone or by letter

ERRORS, PAPER, AND PRINTING

Owing to shortage of staff and altered printing arrangements due to the war, and less time available for proof reading, we ask our readers' indulgence for typographical and other errors they may observe from time to time, also for poorer paper and printing compared with pre-war standards

The Cost of Railway Efficiency

IN their speeches to stockholders at the annual general meetings the railway chairmen dwelt on the sacrifices which have been made for many years by the proprietors of the main lines, so that the physical assets of the railways should be maintained in a high state of efficiency. They stressed the point that, because the companies had put the true interests of national security before the immediate benefit of stockholders, the railways had been able to enter the war with a greater potential carrying power, and with a number of lines in service which might well have been abandoned if the administrations of the lines had not envisaged the possibility of a national emergency. In this, perhaps, the railways showed more prescience than some of those whose responsibilities were more directly concerned with national safety. Some measure of the cost at which the present vital efficiency of the railways has been purchased may be judged from the fact that over the eleven years, 1928-1938, the four main-line railway companies spent some £260 millions on renewals, and so forth. That amount is equal to 22 per cent. of the companies' total expenditure as at the end of 1938. As a large part of this total capital expenditure represents land and other permanent assets, such as cuttings, embankments, tunnels, and foundations, which do not require periodical complete renewal, the large proportion of capital works represented by the expenditure of £260 millions is apparent. The Prime Minister, in his broadcast on March 21, said that the railways must be brought up to date in every respect. None will deny that there is room for further improvement, but sight should not be lost of what has been done already or by whom it has been done.

Rolling Stock and Track

The expenditure on the renewal of railway rolling stock alone amounted to no less than £82.2 millions, and among other items included in the outlay of £260 millions were the renewal and improvement of permanent way—14,000 miles were completely renewed—and the widening of lines, improvement of curves, adjustments of alignment and cant, the modernisation of passenger stations, goods depots and equipment, renewal and strengthening of bridges, the reorganisation of workshops and of rail and road motive power depots, extensions and improvements to docks, and improvements to and the installation of new marshalling yards. This large outlay was undertaken in a period of depression in the railway industry, and at a time when there were many who did not hesitate to voice their view that the day of the railways as the premier transport system of the country was waning. The vital service which the railway industry of this country has provided during the war, has brought home to many of its critics the national dependence on efficient railways. That efficiency, to which tribute is now paid in many quarters, would never have been attained but for the long-sightedness and the courageous action of the companies in the pre-war years. The record of the railways in this matter is a striking tribute to private enterprise. It is very doubtful whether a state-owned system would have been able to take as impartial a view of the clamour of voteholding taxpayers, whose money was being spent without a commensurate return, as the railway boards did in respect of stockholders.

International Railways of Central America

The idea of an international Pan-American railway originated in the United States in the early eighties, but it was not until 1889 that the plan took any definite shape. A resolution was adopted by the First International American Conference held in Washington in 1889-90, recommending the construction of an intercontinental railway, linking up the lines already built, from New York to Buenos Aires, an estimated distance of 10,116 miles. A committee was subsequently appointed and a report, in five volumes, with maps and profiles, was issued. In 1914 it was estimated that between 65 and 70 per cent. of the entire railway, taking advantage of the available lines, had already been built. Direct standard-gauge railway communication now exists between New York and the Mexican-Guatemalan frontier. At this point the river Suchiate, which marks the boundary, has been bridged recently, but freight and passengers have to be transhipped on the Guatemalan side of the border, at the town of Ayutla, the terminus of the International Railways of Central America, by reason of break of gauge. The I.R.C.A. is an American undertaking which owns and operates a system of 3-ft. gauge railways, 794 miles in length, of which 509 miles are in Guatemala and 285 miles in the neighbouring republic of Salvador. From Ayutla the system now runs through Zacapa to San Salvador, and thence to La Unión, on the Bay of Fonseca, near the Honduras frontier, but a shorter line is projected. Pending a land link from La Unión to Chinandega, on the

Pacific Railway of Nicaragua (of 3 ft. 6 in. gauge), a water connection to Morazan is provided. From Granada, at the southern end of the Nicaraguan system, to the Republic of Colombia, is where most of the new construction will be required, since the through international route can use practically none of the existing railways in Costa Rica and Panama. It is understood that the I.R.C.A. has already obtained certain concessions from these countries for the necessary further construction. From the western frontier of the Republic of Colombia, the scheme for a through intercontinental railway assumes greater magnitude and complexity. The railway links in Guatemala and Salvador form the subject of an article, with map, at page 333.

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Railway Amalgamation in Eire

The recent death at Sandycove, Dublin, in his 85th year, of Lt.-Colonel E. A. Neale, recalls the successive steps in the merger, completed in 1925, of virtually all the railways in the Irish Free State under the title of Great Southern Railways Company. Colonel Neale was appointed in 1895 General Manager & Secretary of the Waterford & Central Ireland Railway of 67 miles, which connected at Waterford with two other railways, namely, the Waterford, Limerick & Western system of 350½ miles, and the Waterford, Dungarvan & Lismore Railway of 58 miles. All three undertakings were independent of the former Great Southern & Western system of 594½ miles. By acquisition, after stiff Parliamentary fights, of these three railways and other smaller lines, the Great Southern & Western system was enlarged in 1901 to 1,081 miles. Until the appointment in 1903 of Mr. C. H. Dent as General Manager, the chief executive officer of the Great Southern & Western had been a Traffic Manager. Colonel Neale succeeded Mr. Dent as General Manager in 1913. The Great Southern & Western was further enlarged in 1924 under the Railways Act of the Irish Free State by the acquisition of the Midland Great Western, the Cork, Bandon & South Coast, and other smaller lines, and Colonel Neale remained General Manager of the greater undertaking, under its new title of the Great Southern Railway Company, until the end of 1924, when he retired. Complete amalgamation under the title of the Great Southern Railways Company was secured in 1925 by the inclusion of the Dublin & South Eastern Railway.

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British Investments in Brazil

For the fifth successive year there was an improvement in 1942 in the position of British investments in Brazil. The amount quoted on the Stock Exchange is now £237,902,965, and the return for last year was 2 per cent., which compared with 1.4 per cent. in 1941. The railway section, which amounts to £32,490,943 in capital, received interest of £649,589, or 2 per cent., compared with only 1 per cent. for the previous year. Nevertheless, £20,135,720 received no interest at all. The increase in the amount forthcoming on railway securities during 1942, was due to some substantial payments of debenture arrears by the Great Western of Brazil Railway. The 6 per cent. stock of that company received 15 per cent. for the year, and the 4 per cent. stock 10 per cent. All the issues of the San Paulo Railway received their usual return, but the amount of British capital invested in Brazilian railways which went without remuneration was no less than 60 per cent. The return now being earned on British-owned railways in Brazil is best since 1936, when the same rate was forthcoming. In 1937, the return was 1.6 per cent., and in each of the following three years it was under 1 per cent. *The South American Journal*, which compiles these statistics, holds the view that the great resources of Brazil justify hope that in the not too distant future, investments in undertakings operating in Brazil will prove more profitable.

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Large versus Small Capacity Wagons

Despite the fact that in the United States railway wagons are of far greater capacity than those in customary use in this country, and the benefits of a large wagon policy have often been stressed in relationship to the British railways, it seems that in the present war the smaller wagon is considered to be a very useful unit by some Americans in this country. In a recent issue of the *New Yorker* an interview was recorded between a representative of that journal and some of the members of the U.S. Army Transportation Staff, European Theatre of Operations. At a port of disembarkation, the reporter was told that the small British wagons were ideal for baggage and freight when it is necessary to deal with small lots of equipment for distribution to detachments scattered over a network of railways. "A 10-ton goods van is just about right,

whereas with our big cars at home you would have to waste either a lot of space or a lot of time," stated a U.S. Transport Officer. He added that one of the problems which was new to the Americans in this country who had to deal with routing of trains, was that the net of British railways is so close and the volume of traffic so heavy, that it is not possible to ask for a right of way and send troop trains through as would be done in the United States. Even in peacetime, he pointed out, the smallest of the four railway systems in England carried 60 per cent. as many passengers as all the railways in the United States put together.

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Some American and British Comparisons

The foregoing statement as to the relative carriage of passengers by railways in the United States and in Great Britain may occasion some surprise. It caused us to look into some cognate data relating to the railways of the two countries, and some interesting facts were brought to light. The dearth of statistics relating to railways of this country since the outbreak of war makes it necessary to rely on pre-war figures, but these show that in Great Britain passenger train miles per mile of running line were five times those in the United States. The corresponding number of passengers in Great Britain was twenty times that of the U.S.A.; on the other hand, the average distance travelled was three times greater in America. There was little difference between the total passenger miles, but the passenger miles per mile of line were 7½ times greater in Great Britain. The average receipt per passenger mile was about 30 per cent. more in Great Britain than in America. If Class I railways alone be taken for the year 1938, a total of 452,731,040 passengers was carried. In the same year the G.W.R. carried 109,074,895, the L.N.E.R. 196,050,050, the L.M.S.R. 308,662,863, and the Southern 236,455,741 passengers.

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Telling the World

More than once in these columns we have drawn attention to the close parallelism between the practice of the authorities in this country and in Germany in relation to the education of the general public about the vital importance of transport to the war effort. This is all the more striking in view of the differences in procedure in many other ways, where this country tends to encourage and persuade, while Germany shows a primary instinct to control and to drive. A recent example which has come to our knowledge of a German effort to educate the general public is provided by an exhibition opened in Berlin which is sponsored and organised by the Reichsbahn. It was established with a view to enabling the Berlin public to appreciate more fully "the efficiency and potentiality of the manifold services of the Reichsbahn to the State," and it depicted graphically and statistically some of the tasks which the German State Railway has had to tackle since 1939. Among other things, it emphasised that the present daily performance of the Reichsbahn, expressed in number of wagons in transit, was equivalent to a goods train of the length by railway between Berlin and Istanbul, a matter of 2,275 km. (about 1,415 miles). The exhibition is to tour a number of large towns in Germany and German-occupied countries, thus emulating the example of our own exhibition train of two years ago.

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Compulsory Level Crossing Protection

In the State of New York alone, excluding New York City, there are still 6,041 level crossings of railways over roads. Over 3,000 of these have no further protection than crossing signs; the remainder have more elaborate protection of various kinds; but in view of recent developments, the New York State Public Service Commission has decided that in the case of more than 600 crossings this protection is inadequate. Between 1929 and 1939 hundreds of dangerous crossings in the state were eliminated by grade separation works, and crossing accidents fell from 924 to 358 a year, with a 70 per cent. decline in fatalities from 192 to 55, but since 1939 the casualty rate has again taken an alarming upward turn. The crossings listed for additional protection are now in all cases protected by watchmen, but these are to be compulsorily supplemented by either annunciator bells or flashing-light signals to warn road-users of the approach of trains, or by electric bulls-eye lights on gate arms. The supplementary protection required may be one of these types, or a combination of two, according to the nature or volume of both rail and road traffic passing over the crossing concerned, and other local conditions. Because of the difficulty of obtaining the necessary materials, the date on which the railways are required to begin work on the crossings is deferred until January 1, 1944, after which date at least 25 per cent. of the scheduled crossings must be dealt with in each succeeding six

months' period, by the 44 railways concerned, so that the work is finished by the end of 1945. A further 200 crossings are listed for replacement by overbridges or underbridges, and so do not come within the additional protection schedule.

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A Paper on Signalling in Mines

The interesting paper presented on March 11, 1943, to the Association of Mining Electrical & Mechanical Engineers by Mr. H. J. Hadlow on "Mine Shaft Signalling" revealed several points of contact with the work of the railway signal engineer. A very high standard of reliable operation has necessarily to be followed in the design of mine signalling equipment. All working parts need to be particularly robust and must be certain of functioning in unfavourable atmospheric conditions. The circuits must be relatively simple, easily understood, and arranged on sound principles, although provided everything is of stout construction and securely installed to begin with, there is no great objection to open-circuit working, at least for some of the functions to be fulfilled by the apparatus. Independent low-voltage battery supply—at times using trickle-charged accumulators—appears to be the usual form of power employed. The signalling indications must be simple, readily understood, easily given, and plainly seen, and various forms of dial mechanism, resembling some earlier train description dials but much more robust, are used frequently, supplemented by loud sounding bells and, at times, luminous signs. The hand-sending mechanism must be positively proof against accidental operation and strongly made.

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American Steam Locomotive Renaissance

Substantial orders for new equipment are being placed by the Missouri Pacific Lines to improve the rolling stock and motive power situation on this system, where it has become necessary recently to borrow locomotives from other systems. A contract for the construction of 15 steam locomotives has been placed with the Baldwin Locomotive Works and it is understood that 13 diesel shunters are, or will be, on order. The position as to the supply of diesel units is, however, unfavourable at the moment. Manufacturers have long lists of orders awaiting execution, one of which, for four 5,400 h.p. main-line locomotives, placed by the Missouri Pacific undertaking several months ago, is still awaiting the approval of the War Production Board. Taking into consideration the difficulties of the diesel manufacturers, and the uncertainty as to the diesel-fuel situation in the next year or two, the decision to buy new steam locomotives is felt to be wise, more especially as the type ordered is similar to the 2100 series that has proved very satisfactory in service. This particular series is a conversion of the 1900 series, numbers of which were purchased in 1930, since when till the present time no further steam locomotives have been ordered. The new engines, which will have the 4-8-4 wheel arrangement, and weigh some 210 tons apiece, are to have 73 in. driving wheels and will be suitable for either freight or passenger service.

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Tender Capacity

The modern tendency to work locomotives through over longer and longer distances, up to 400 miles in Great Britain and from 800 to well over 1,000 miles in the United States, has created new supply problems. To avoid the loss of time occasioned by lengthy stops for water, the track water-trough is the simplest expedient, but some climates, particularly those with prolonged and severe winter temperatures, do not favour its use. Refuelling is a worse problem, and is dealt with in North America by coal stages spanning main tracks at suitable points, under which the locomotives stop to take coal; this also wastes time. The present tendency, therefore, is to almost unlimited tender expansion; but this in its turn involves much uneconomic haulage. In Great Britain the extreme of tender coal capacity is 9 tons, sufficient for a 400-mile run in fast and heavy express passenger conditions; with 5,000 gal. water capacity, which can be replenished from troughs six times *en route*, the maximum full tender weight reached in Great Britain is the 64-ton 8-wheel corridor tender attached to certain of the L.N.E.R. Pacifics. This size and weight pales beside the latest American standards, in which 8-wheel tenders have long since given place to 12-wheel tenders with the larger locomotives, and 14-wheel and even 16-wheel tenders are beginning to make their appearance. The new Pennsylvania 4-4-4-4 express engines, for example, have tenders carried on two 8-wheel bogies, with 36½ tons coal capacity and 19,500 gal. of water, and weigh 193 tons in running trim. In the U.S.A. water capacities of 20,000 to 25,000 gal. are common. These figures obtain in a country where coal consumption may exceed 250 lb. a mile, and water consumption may range from 160 to 200 gal. a mile in fast freight service.

Appeal for Higher Tariffs in Argentina

THE joint note which the legal representatives of the foreign-owned Argentine railways have addressed to the Minister of Public Works, asking that the increased tariffs authorised by the Government Decree of March 25, 1942, be maintained, and that an additional increase of 20 per cent. on the existing goods, livestock, and parcels rates, and 10 per cent. on the passenger and luggage tariffs be granted, is said to be one of the most candid and outspoken communications ever issued by the companies concerned. It points out that, unless some alleviation of their difficulties is afforded in higher tariffs, total disorganisation of the national railway system and ultimate bankruptcy of the private companies is inevitable. The economic difficulties which have beset the latter for over a decade have been accentuated during the last year or two by the scarcity, and increased cost, of fuel. Most of the railways have had recourse to a moratorium, and none has paid a dividend on its ordinary shares since 1930, a state of affairs not only prejudicial to the interests of the bondholders, but injurious to the credit of the country.

The note states that the main cause of the companies' difficulties is the lowness of the tariffs. In this connection the note invokes Article 9 of the Mitre Law by which the companies are guaranteed constitutionally the right to obtain from the traffic all the revenue accruing from the application of just and reasonable tariffs, on condition that the receipts shall not exceed in three consecutive years 17 per cent. of the recognised capital in shares and debentures, and that the working expenses do not exceed 60 per cent. Just and reasonable tariffs have been defined by competent legal authorities as, in general, those which enable the companies to cover direct transport costs; expenditure on maintenance and renewals; and an adequate return on invested capital. Although the Argentine constitution gives the owner of goods, or a person offering to perform a service, the right to fix the price or charge, the railways have not a free hand in this respect, as the State reserves the right to determine whether their charges are "just and reasonable." The note points out that the tariffs have been maintained below their just level in deference to popular demands which generally have outweighed with the authorities the companies' appeals for consideration of their case. On every occasion that the railways have asked for a reasonable increase in the tariffs they have encountered difficulties, and in the absence of effective legal measures to safeguard their rights, they have found themselves at the mercy of official discretion. In support of this assertion, the note enumerates a number of appeals made by the companies at various times since January, 1937, without any result. The period covered by these appeals was mainly one of general prosperity for the country, in which, however, the railways had no share, despite their important contribution to it by the provision of efficient transportation.

That the Government realised the railway earnings to be too low was shown by the Decree of March 25, 1942, authorising an increase of 5 per cent. in fares and 10 per cent. in goods rates, part of which was to be devoted to the suspension of the wage-cuts, and also was intended to enable the companies to meet their obligations to the pension fund. In this connection, the note states that, although an increase always has proved to be impossible when applied for by the railways to assure their survival, it does not fail to materialise when the extra revenue is destined for some other purpose. It suggests that the time has come to dispel the idea that the lines are instruments of service to the public placed unconditionally at the latter's disposal, with only a problematical right to earn a certain profit in years of national prosperity; and it points out that for the last ten years renewals of rolling stock, track, and installations have had to be suspended almost entirely by all the companies, due to insufficient revenue.

The memorandum continues by stating that, in the present situation, the railway tariffs may be described as confiscatory, if confiscation be defined as the seizure of private property without compensation. It points out that there is a form of confiscation which, if less direct, is more subtle, and therefore more dangerous; this situation arises when, by acts or omissions on the part of the authorities, private property is rendered unproductive. It refers to legislation passed at various times in the United States for the purpose of safeguarding the legal and economic rights of the railways and assuring them a reasonable profit on the invested capital; and states that the Interstate Commerce Commission repeatedly has upheld the principle that the railways have the right to an adequate profit on working, irrespective of the requirements of the client or the value of the service rendered. It calls attention also to the anomaly that, at a time when the country's industry is prosperous, when commerce—if not flourishing—is sound, and when the livestock trade is in good condition, the railways are in such a serious

plight. In conclusion, it is pointed out that the companies never have claimed a privileged position and admit that railway capital should share the fortunes of the country. But when they see the State prudently devising measures for overcoming economic difficulties and assisting depressed industries, they cannot admit that they alone, apparently, should have to bear unnecessary sacrifices. The Government has appointed various committees to study the railway situation, but, although these bodies have endorsed the companies' claims, the suggestions they have made have had little result. Some three months ago a fresh study, ordered by the Decree of March 1, 1940, was commenced of the possibility of improving technical conditions of operation. But, although there are grounds for hoping that this report will lead to substantial economies in working, these cannot be expected to show any marked results for several years.

Transport of Flowers by Railway

ON March 18 the Parliamentary Secretary to the Minister of War Transport announced in the House of Commons that the Transport of Flowers Order is to be suspended as from March 25 for the summer months, subject to certain conditions mentioned below. It will be recalled that the original Order prohibiting the acceptance of flowers for conveyance by railway was issued on September 26, 1942, and became effective on November 1, 1942. Very little public comment was aroused; but when the Cornish spring flower season arrived, it quickly became apparent that there was a growing evasion of the Order by passengers conveying flowers in the guise of passengers' luggage, and by flowers being dispatched by letter and parcels post, causing a substantial increase in the number of mailbags to be conveyed by railway.

To check this practice the Ministry issued, on February 13, the Transport of Flowers Order, 1943, which became operative on February 16 and prohibited any person from consigning or tendering flowers for conveyance by rail, or carrying flowers with him by train, other than small quantities for purposes unconnected with trade or business, the acceptance of which unpacked, or so packed as to disclose their nature on sight, might be permitted at the discretion of the railway company. The Post Office also prohibited the acceptance of flowers by letter or parcels post.

Shortly after the issue of the new Order it was evident that some of the persons who had evaded the 1942 Order were attempting similarly to evade the 1943 Order; consequently railway officers found it necessary to ask a number of passengers to satisfy them that their luggage did not contain large quantities of flowers. Although it was necessary for only about 50 passengers to be asked to satisfy railway officials that their luggage did not contain substantial quantities of flowers, this action has resulted in a considerable number of questions being asked in the House of Commons in recent weeks.

As the result of this agitation, the Minister of War Transport has revoked, not only the 1943 Order which was the immediate cause of the criticism, but also the 1942 Order which prohibited the acceptance of flowers by railway. Mr. Noel-Baker made it clear, however, that the suspension of the original Order does not mean a return to the *status quo*. The House of Commons was informed that the carriage of flowers will be subject not only to the state of railway traffic, but also to three conditions: (a) that no special or additional trains will be run for their conveyance; (b) they will only be carried subject to the prior claims of perishable foodstuffs and other essential traffic; and (c) they will not be carried in any case where it would involve a reduction in passenger accommodation. Mr. Noel-Baker also indicated that flowers would not be accepted for conveyance on heavily occupied lines, while no guarantee can be given of conveyance by any particular service and, to protect the companies against claims for deterioration due to delay, they will be carried only at owner's risk.

The official reason for lifting the ban is that of the lengthening hours of daylight, but this is not altogether convincing as the difference between March and April is not very marked and, in any case, traffic is normally heavier in the latter month. In any case, the acreage of flowers grown in the present season has been substantially reduced compared with 1942 and it is open to question whether there was really much justification for the original Order. Its suspension should not cause any serious difficulties during the summer months, especially in view of the extensive qualifications, but it is questionable whether their interpretation may not again lead to difficulties if they are continued after the summer.

Interpretation of the phrase "flowers will not be accepted over heavily-occupied lines," in particular, will, we assume, be left

to the discretion of the companies, which will doubtless find it necessary to indicate from time to time to flower-sending stations the points for which flowers may be accepted. These, conceivably, may vary from week to week, for "heavily-occupied" is not necessarily a static condition. Although we rejoice as members of the public at the slight modification of the austerity campaign, even if it is made towards the end of the spring flower season, we can only hope that any advantages obtained as a result of the original Order have been sufficient to justify the Parliamentary and departmental time occupied over such a comparatively trivial matter. We have our doubts!

Double Attack on U.S. Railways

FEW unprejudiced observers could consider the position of American railway managements and stockholders at the present time as enviable. The handling of war traffic, which is admitted on all hands to have met the most extreme demands and to have been beyond praise in its efficiency, had at last put the majority of the Class 1 railways on their feet after a decade of depression, and was enabling them to approach the "fair return" specified in the Transportation Act of 1920—an average of 5 per cent. on the capital invested, as it stands on their books. This returning prosperity has been the subject of attack. The deep sea, as personified by the Big Five operating unions, is demanding a 30 per cent. increase in wages, with a minimum advance of \$3 per man per day, which would absorb roughly two-thirds of the amount available for interest and dividends. At the same moment the devil of New Deal activity, embodied in the Office of Price Administration, the business of which is to stabilise prices and wages, is demanding a cut in railway rates which would practically wipe out the remainder of the profits, and leave the railway proprietors with no return on their investment. "We profess to be committed to an all-out fight against inflation of prices and wages," comments the *Wall Street Journal*, "and have set up an agency, the O.P.A., to conduct it. Here we have demands for a large increase in wages. Also we have the O.P.A. intervening, but to what purpose? To oppose that demand? Not at all. It is intervening for the purpose of lowering the rates of the companies on whom the wage demands are made. These companies are crowded with traffic, and are doing all they can to keep down unnecessary movements of people and things. Yet they are asked to reduce the price of the very thing, the supply of which has reached a point where rationing seems to be looming in the offing, and this on the ground of preventing 'inflation'." The *Wall Street Journal* describes the situation as having elements of the *Galgenhumor*, or "gallows humour," which has been practised on its victims by Nazi Germany.

Simultaneously the *New York Times* calls attention to the costly, wasteful, and inefficient methods that are forced on the Class 1 railways by the wage awards of the National Railroad Adjustment Board. These are based on the principle that "each separate operation on the railroad, no matter how minute, such as talking over a telephone, or spiking or unspiking a switch, in so far as it is the exclusive property of a particular class of employee," if it is performed by an employee of another class in the course of his regular duties, shall not only entitle the latter to a full day's pay for the small supplementary task, in addition to his own wages, but shall also entitle any unemployed members of the class normally responsible for performing the supplementary task to a day's pay for not having been called on to perform it. To take an example, a freight crew working a local freight train stopped at the siding of an oil company, where they detached three wagons and picked up three others, a job taking 15 min.; there was no shunting engine available at this yard. For this quarter-of-an-hour's work the N.R.A.B. not merely ordered that the train crew should receive a day's yard crew wages in addition to their day's pay, but also that an extra yard foreman and an extra switchman, who were not on duty that day, should be paid a day's wages for having done nothing. Innumerable further examples could be given. The *New York Times* rightly comments on the fact that at a time when labour is at a premium, due to the demands made by war, it is a most remarkable thing that railways, by the enforcement of such rules, should be called on to employ additional men to perform work for which they are not needed, or, alternatively, to pay men for whom there is no work available. "In a total war, when skilled manpower falls far short of our needs, and when maximum production is a question of national survival, such 'make-work' practices become inexcusable."

There are other and more sinister influences at work. A recent article in one of the American labour journals claimed that "the railroads are now rapidly sinking into difficulties.

The basic thing the railroads must do is to make better use of their present manpower and equipment. This can be done effectively only under Government operation. The Labour Research Association estimates that Government control would increase the carrying capacity of the railroads 35 to 40 per cent. The experience of Government control during the first world war justifies this conclusion." As our American contemporary, the *Railway Age*, comments editorially, it is striking to judge these unsupported assertions by incontrovertible facts, as can be done by comparing the actual effects of ten months of Government railway operation in wartime in 1918 with a corresponding period of private operation in 1942. In the former period total traffic increased by 5 per cent., and in the latter by 39 per cent. Government operation reduced output per employee by requiring an increase of 6 per cent. in staff; private operation has handled the 39 per cent. traffic increase with such efficiency that an addition of only 12 per cent. to the staff has been needed. In 1918 working expenses went up by 38 per cent. in moving the 5 per cent. traffic addition; in 1942 they went up 12 per cent. only in moving an addition eight times as great. To meet the increased cost of operation, under Government control, fares and rates were put up so as to increase the revenue per passenger-mile by 16 per cent. and per ton-mile by 19 per cent.; under private operation the increase in passenger fares had added only 10 per cent. to revenue per passenger-mile, and freight revenue per ton-mile has actually declined. Finally, the Government took care, when operating the railways itself in 1918, to see that taxation increased only by 6 per cent.; in 1942 the railways have had to bear a tax burden increased by no less than 111 per cent., and still have contrived to maintain their operation on a paying basis. Now the New Dealers, through the Office of Price Administration, demand a reduction in railway rates that would cost \$500 million a year, and the labour unions demand increased wages that would cost \$780 million a year. It is with reason that the *Railway Age* asks if this may not be an attack on two fronts "with the common purpose of sabotaging and destroying private management." It is for the American public to decide the issue.

Accident Caused by Sleeping Driver

THE serious accident (recorded in our October 16, 1942, issue) which occurred early on October 2 last year just east of Tüscherz Station, on the Swiss Federal Railways, the facts of which now have been made known formally, is remarkable as representing one of the comparatively few cases in which a driver has admitted to being asleep. An eastbound fast goods train was being called on by signal indications, correctly displayed in accordance with the rules, to stop in the station for the purpose of crossing a westbound passenger train, which it usually passed at Biel, and which was slowing down in obedience to adverse westbound home and distant signals. The alteration in the crossing place had been made because the goods train was running late. The section between Tüscherz and Biel probably is worked by lock-and-block, in common with many single-line sections in Switzerland; but whatever block-signalling methods are employed had nothing to do with the cause of the collision. The goods train ran past the station at some 40 m.p.h., and met the passenger train, which had nearly stopped; the driver of the latter, and ten passengers, lost their lives; and the goods guard, and thirteen passengers, were injured seriously. The driver admitted having been asleep more than once during his journey and having been awakened from a doze by the collision. It is stated that he had not been at work for more than the normal time.

The signalling arrangements are of the form met with at practically every Swiss station on lines of any importance, and date in principle from many years ago; they are modelled on those which had become common in Southern Germany. There are a distant, a home, and a starting signal in each direction, with another distant-type signal carried on, or alongside, the home-signal post and repeating the starting signal. This is known officially as the "through" signal (*Durchfahrtsignal*). The home signal is placed a considerable distance away, or practically where an outer home would be situated in Great Britain, and the road ahead is held by one or other of the various route-locking arrangements often met with on the Continent. The distant signal, if worked by a separate lever, is preceded in the locking by the home signal only, but frequently is worked simultaneously from the same lever. Thus a clear distant signal does not indicate that a train can run through a station: this depends on the "through" signal. This form of working is the universal practice in all countries which have adopted what may be called Central European methods of signalling. In none of them do we find interlocking between distant and starting signals. In Northern Germany there was for many years no

"through" signal, and the rule was that, if a train ordinarily due to run through was approaching, the home signal—the distant was nearly always on the same lever—was not to be cleared until the starting signal was off or until the train had stopped. The South German states for many years past have used the "through" signal and have dispensed with this rule wherever that signal was considered to afford sufficient approach warning for an adverse starting signal. This meant simply that three aspects were exhibited at the home signal, "stop," "stop-in-station," or "run-through," and were regarded as effective in themselves. In recent years the "through" signal has been provided on the main North German routes and the same working adopted.

At Tüscherz the home and distant signals were off for the goods train to run in, and those for the opposing passenger train were correctly against the latter; the "through" and starting signals were on, but were over-run, and emergency hand signals shown in the station, of course, were ignored likewise. It appears that the practice of relying on the "stop-in-station" aspect at the "through" signal which, it must be remembered, is some distance outside a station, for stopping trains is now, but was not always, allowed. In addition the Federal Railways have applied extensively an intermittent inductive form of A.T.C. to the distant signals, but not the "through" signals; it is likely, however, that, as a result of this accident, the use of the apparatus may be extended. To keep a signal on—and retard a movement too soon—for fear that another in advance otherwise may be overlooked, has some justification under plain two-aspect working, but where what amounts to three-aspect working is used there seems no for call for it. With a driver asleep, however, no aspects are of use, and nothing but A.T.C. will remedy the position. One-man driving is now fairly usual on Swiss electric services, and has proved successful enough elsewhere, but one might normally expect the deadman's control to act if a driver dozes; presumably this case was an unfortunate one. It is possible that the regular rhythm of some types of locomotive may be conducive to falling asleep. In the case of the Shrewsbury derailment in 1907, Sir Arthur Yorke held that the driver had been lulled into that state by the regular motion of the engine, and startled the public by announcing that he had received a number of letters from enginemen asserting that this frequently occurred.

Train Delays and their Reasons

WITHIN recent weeks we have heard quite a number of complaints about repeated lateness in arrival on the part of important main-line expresses, and the view has been stated, even by those in responsible official positions in the war effort, that insufficient attention is being paid to the necessity for maintaining punctuality with passenger trains. Widespread publicity of the "Is your journey really necessary?" type has been undertaken in order to discourage the pleasure traveller, and it seems that this has achieved such a measure of success that most travellers on long-distance trains are Servicemen or industrial executives whose prompt conveyance is of comparable importance with that of goods traffic. Perhaps the insistence on the secondary value of pleasure traffic has tended to create the impression that all long-distance passenger traffic is regarded by the railways as a minor consideration. Such, of course, is not the case, but plausibility to such a view is often given by the fact that the occupants of a delayed passenger train—even those with a considerable knowledge of railway operating conditions—cannot always discern the reasons for the delay.

On a main line which we had occasion to observe recently, a traffic problem has resulted from war conditions, which in peacetime was non-existent. On this particular line two branches meet at a junction, and contact between one and the other is effected only by a passage across the main line. Before 1939 the traffic on each of these branches was of such minor importance as to cause no delay to the main-line trains. Today the two branches constitute sections of what has become a very important cross-country route for goods traffic, and the passage of goods trains on this route is often of greater priority than that of passenger trains on the main line. The "level crossing" at the junction can be maintained open only by delaying main-line trains at points some distance back, and therefore occupants of such trains do not see the cause of the delay but imagine that they are being held unnecessarily when there is a clear road ahead. One of the greatest problems of wartime conditions is the balancing of priorities, and, without venturing to claim perfection of achievement on the part of the British railways, our fairly wide experiences of their difficulties and successes leads us to the conclusion that their endeavours to balance priorities are not fundamentally faulty.

LETTERS TO THE EDITOR

*(The Editor is not responsible for the opinions of correspondents)***"Honours Divided"**

March 20

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—May I congratulate you on the table you published in *The Railway Gazette* of March 12 showing the way honours have been distributed between Government Departments and the remainder of the community. I think it is a matter that most people have had in mind a long time.

There is one point that you did not stress, and that is not only are the railway companies represented running their own business, but they are doing a great deal of other work in the war effort that is not their legitimate work under peace conditions. This aspect of the matter seems to have been entirely overlooked.

Yours faithfully,
ENGINEER

British Railways Losing Initiative

Thaxted, Essex

March 11

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—*The Railway Gazette* will have noted the important statement on the subject of the co-ordination of rail and road facilities made by the Chairman at the Great Western Railway annual meeting. In particular *The Railway Gazette* is likely to agree with Sir Charles Hambro that: "The real test of any changes which may be contemplated is whether they will ensure the most efficient and economic use of all forms of transport, having regard to post-war requirements." It would certainly be difficult to express the common sense of the matter more clearly or more concisely. But although it was very satisfactory to learn that this matter is engaging the earnest attention of the G.W.R. board, I became apprehensive when the Chairman continued: "We feel that when the time comes we must be in a position to lay our views before the Government if invited to do so."

The position of the railways today reminds me of Oscar Wilde's gibe at Bernard Shaw: "He has not an enemy in the world and none of his friends like him." I will not enter into the question why none of their friends like them, beyond remarking that the public has never been told what it owes to their efficiency; but the fact itself is important. Whatever the cause, the companies are not so beloved that they can count on public support as a matter of course. Neither, judging from past history, can they be confident that the invitation they await will ever be forthcoming. No doubt in 1920 the possibilities of grouping engaged the earnest attention of the boards. None the less the Minister of Transport of that day made himself responsible for proposals which would rapidly have reduced some of the companies to bankruptcy had they been given effect. His effort can be explained only upon the assumption that he endeavoured to reduce his intelligence to the level of that of his associates—he was, of course, a member of a post-war cabinet.

However that may be, his proposals were so impossible that the companies were eventually compelled to do what they should have done at the beginning and to formulate proposals of their own. With far greater difficulty than they would otherwise have encountered and at the cost of concessions which probably otherwise would not have been exacted, they secured the existing groups. It is greatly to be hoped that the companies will not repeat the mistake of their predecessors. In every contest—from chess to war—the initiative is a factor of tremendous potency. Why should they give it away? Time is not always on the side of common sense.

Quite clearly, the just solution to the problem concerns road transport as greatly as it concerns the railways, and, quite clearly also, the future of road transport is similarly imperilled by delay. The forces which would substitute the State for the individual, which aim at monopoly rather than efficiency and which work through a bureaucracy rather than a disciplined staff, these forces are already on the march, and they threaten one branch of transport no less than the other. If they are not to be defeated, the road and rail interests must somehow compose their differences and present a common front.

What is fundamental, I imagine, is agreement regarding the conditions in which each service will operate. If that can be

achieved, and at the same time each service is left to some extent a check upon the other, the public will be well served and the dangers inherent in a single gigantic combine will have been averted.

If transport can convince the public that its post-war programme will replace the rail-road imbroglio by a service which will guarantee cheapness, efficiency, and simplicity in all transport operations, it will hold the future in its own hands. Ample support will be forthcoming as soon as the public associates the rail and road interests with the transport facilities it desires. But it is necessary to act. To wait on events is to wait on all the factors which so easily turn victory into defeat.

Yours truly,
ASHLEY BROWN

Furniture Removals by Road

14, Chatsworth Avenue,
Penge, S.E.20
February 27

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—With regard to the announcement in your journal of a restriction of 60 miles from large towns for furniture removals by road, I feel that the object of saving petrol and tyres would have been better achieved by limiting each operator to a definite ration of petrol, which would still enable him to do a certain amount of long-distance work by conversely limiting the amount of petrol for his short journeys. I think you will agree that even within a radius of 60 miles, unnecessary short journeys can still be made, thus defeating the object of the regulation. As it appears to me, this restriction will throw a considerable amount of extra work on our already overburdened railway system in the shape of greater demands on containers, rail wagons, and lorry collection and delivery services. As we are personally rationed to a certain quantity of points for selected foodstuffs, we still have the facility of using those points to meet our own choice, and I feel a somewhat similar scheme could be worked out in respect of this need for conserving rubber and fuel stocks.

Yours faithfully,
INTERESTED

Passengers in the Blackout

51, Goldsmith Avenue,
Acton, W.3.
March 15

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—On several occasions recently travelling on the L.P.T.B. electric trains from Liverpool Street to Paddington and Hammersmith in blackout hours, I have noticed the bewilderment of passengers in crowded trains endeavouring to find out their whereabouts *en route*. Their difficulties are increased by the sliding doors opening at irregular intervals first on the near side and then on the off side and without the slightest indication of what is really going to happen. The peril of travellers is further increased by the doors sliding open before the trains are brought to a stop, with many leaning on the doors in spite of painted requests to stand clear of the doors.

In most cases a shrill female voice cries out "Mind the doors!" and the name of the station is of second consequence and not always heard. Thus strangers to these methods are frequently carried past the station where they intended to alight. These include soldiers, sailors, and airmen heavily loaded with baggage.

I suggest a happy solution to all would be a microphone fixed in the motorman's cab who, to break his own monotony travelling alone, would call out: "We are now approaching Kings Cross" or "Next stop Baker Street!" which would echo in all cars by the erection of the suitable device. In case of objections to the motorman carrying out this duty the guard, who does not now leave his compartment when travelling, could easily fulfil this duty; thus hundreds of passengers would be spared anxiety and even be told before arrival which side the doors will slide open.

Yours faithfully,
J. V. A. KELLY

[This suggestion was considered on a number of occasions before the war but was not adopted for various reasons. Shortage of materials and labour would in any case prevent its adoption in present circumstances. The use of loud-speakers at a number of L.P.T.B. stations has gone some way to meet the point and they will doubtless be increased when possible.—Ed., R.G.]

Reduced reproduction of a daily summary of passenger bookings from Hampton Station, Birmingham & Derby Junction Railway, dated May 4, 1841. The original sheet is 16 in. \times 10 in.

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

INDIA

Railways in the Current Year

Sir Edward Benthall, when presenting his budget statement before the Legislative Assembly recently, said that the Indian railways were running 400 special troop trains every month. It was estimated that they would carry 15 million tons of military traffic during the current year, compared with about 500,000 tons in a peacetime year. Despite the "travel-only-when-you-must" campaign, there had been an increase last year of 3,000 million passenger-miles, as compared with 1938-39, although there had been a reduction of 37 per cent. in passenger-train services since the war began. He proposed no change in rates or fares in 1943-44.

Rolling-Stock Position

Turning to the rolling-stock position, Sir Edward Benthall said that, of 9,973 broad-gauge wagons ordered, 265 had been received, and 6,207 were expected to be delivered by the end of 1943-44; a total of 736 metre-gauge wagons also were on order. Delivery was expected to begin next June of broad-gauge goods locomotives, of which 40 were on order from the United States; and it was expected that a further order for 145 would be placed, and one for 150 in 1944. Of metre-gauge locomotives, 12 heavy goods engines were expected from England, and 80 from the United States. Plans had been made to erect a locomotive-construction shop, if possible, during the war; in any case, it would form part of immediate post-war reconstruction plans.

Details of the Indian railways estimates presented by Sir Edward Benthall were published in an editorial note at page 206 of *The Railway Gazette* of February 26.

UNITED STATES

Illinois Central Records

The Illinois Central System is among the American lines which have established new traffic records of an exceptional description to meet wartime demands. Freight traffic in 1942 exceeded that of the previous year by 55 per cent., and was 174 per cent. higher than in the depression year 1933. The ability to handle this increase has been largely the result of a progressive locomotive policy. Of the 853 freight locomotives owned by the I.C.S., excluding shunters, 602 have been overhauled completely in the last seven years, and 546 have been modernised in various ways, including increases in working pressures, provision of automatic stokers, enlargement of tenders to carry increased supplies of coal and water, improvements in valve-setting to permit working at shorter cut-offs, and better balancing. Of the larger types, 56 heavy 4-8-2 freight locomotives have been rebuilt completely, and provided with high-capacity 12-wheel tenders; and twenty new engines of the same type are to be purchased, ten of which are now under construction. As a result, the number of bogie freight-wagons to each train, over the entire system, averages 57, an increase of 46 per cent. over the corresponding figure only seven years previously, which was 39 to each train. One particularly creditable freight achievement has been an increase from 134,643 bogie wagonloads of petrol, or petrol products, hauled over the I.C.S. in the first nine months of 1941 to 310,683 in the corresponding period of 1942, and in

the daily mileage, a wagon from 63.1 to 141.2; another excellent piece of work has been a reduction in locomotive fuel consumption of 35,892 tons in September, 1942, as compared with September, 1941. In the three months from August to October, 1942, inclusive, the long-distance passenger-miles totalled 299,961,000, as compared with 128,700,000 in the corresponding period of 1941; and on the suburban services the passenger-miles rose from 75,842,000 to 90,219,000 in the same period.

The Capital Cities Route

A line the importance of which is altogether out of proportion to its length of 116 miles is the Richmond, Fredericksburg & Potomac Railroad, or the "Capital Cities Route," as it is called. Running southwards from Washington, D.C., to Richmond, Virginia, it joins the Pennsylvania and Baltimore & Ohio Railroads at Washington with the Seaboard Air Line Railway, the Atlantic Coast Line Railroad, and the Southern Railway System at Richmond, and so forms a vital link between the great north-eastern cities of Boston, New York, Philadelphia, Baltimore, and Washington, and the south and south-west. In addition to the companies already mentioned, which jointly own the R.F. & P.R., important connections are made with the Chesapeake & Ohio, Norfolk & Western, and other lines. As with other American railways, war has brought an unprecedented increase in traffic to the Capital Cities Route. In the first six months of 1942, the 5,780,812 tons of freight handled more than equalled the tonnage for the whole of 1940, and the 2,052,837 passengers, of which the majority were carried in through trains over the whole length of the line, nearly doubled the 1940 total. Freight handling and exchange is focussed on the great Potomac yard, on the south side of the Potomac River at Washington. In recent years, \$500,000 has been spent, mainly on the northbound classification yard, of which the capacity has been increased by 400 bogie wagons, and on a relay yard to hold 320 bogie wagons; a further expenditure of \$400,000 is planned for the southbound classification and receiving yards. Movement will be facilitated greatly when a new bridge across the Potomac, now under construction by the Government, has been completed.

The only town of any size situated intermediately on the Richmond, Fredericksburg & Potomac Railroad main line is Fredericksburg, and, with both passenger and freight trains, the aim of the management is to run as many as possible non-stop between the two terminals. The line owns only 81 steam locomotives, and has been renting seven more from other railways, but 16 additional locomotives are now on order. Including shunting and other smaller locomotives, 57 locomotives have been averaging each 171 miles a day; locomotives used exclusively on through freight service average 175 miles, and on express passenger service, 200 miles, daily; the record has been attained by twelve powerful 4-8-2 locomotives which have averaged 221 miles each day on mixed passenger and freight service. Last June, when 1,367 passenger and troop trains were operated, every locomotive suitable for the work was in steam. The situation is eased by the fact that eight streamline trains daily over R.F. & P.R. metals are worked through to and from Washington by Southern, Seaboard, and Atlantic Coast diesel-electric power. Freight trains are worked at such a speed that a

margin of 30 min. at either end of the line is sufficient to enable a fast freight to keep ahead of an express passenger over the full length. The ultimate aim is that each locomotive in steam, whether freight or passenger, shall make a double journey between Richmond and the Potomac yard, or the Union Station at Washington, every day.

SWEDEN

Malmö District Lines

It is announced that terms have been agreed and only await the sanction of law for the taking over by the Swedish State Railways of the Malmö—Simrishamn, Malmö—Rydsgård, and Vellinge—Falsterbo lines, totalling about 200 km. (124 miles) of route, with motor service routes covering 275 km. (170 miles) and a staff of 560, leaving only about a third of the railway system of the country in private hands.

CEYLON

Control of Colombo Bus Services

In *The Railway Gazette* of November 6, 1942, at page 439, it was recorded that a special committee of the Colombo Municipal Council had recommended that the bus services of the city should be reorganised, somewhat on the lines of the L.P.T.B. These recommendations have been adopted by the council, and proposals for the acquisition of existing services, for the payment of compensation to owners, and for the appointment of an officer to organise a general municipal scheme have been referred to the finance committee of the council for report.

The special committee has recommended also that the Minister of Local Administration be requested to amend the Ordinance dealing with municipal undertakings to enable the council to purchase, and operate, bus undertakings in the city and its suburbs; and to vest in the council power to operate bus and trolleybus services, to buy land for the erection of garages, and compulsorily to acquire, and compensate, existing bus undertakings. These recommendations have been referred to the law committee of the council for report.

Reorganisation of Passenger Road Transport

The Executive Committee of Local Administration has considered a draft Ordinance to give effect to the resolution, passed recently by the State Council, approving proposals of the Minister of Local Administration for the reorganisation of bus services in Ceylon. These proposals, which have been referred to from time to time recently in these columns, provide for the merging of small bus companies and individual operators into limited-liability companies, holding exclusive licences. The draft Ordinance provides for decisions in connection with this matter being taken by the Commissioner of Motor Transport, from whom an appeal would be allowed to a board constituted under the Motor-Car Ordinance. It is proposed that the following conditions be attached to the exclusive licences:—(1) that fares shall be charged on a scale specified in the licence; (2) that services shall be operated in accordance with timetables specified in the licence; (3) that copies of time and fare tables shall be available to passengers; (4) that vehicles shall be of specified types, and adequately maintained; (5) that there shall be specified points for the taking-up and setting-down of passengers; and (6) that the hours and wages of employees shall be in accordance with existing law.

The Railways of Guatemala and Salvador

Narrow-gauge railway extensions from Mexican border

GUATEMALA, the most northern of the Central American countries, and commercially the most important, has a land surface of 45,452 square miles and a population of 3,001,715. The principal railways, with the exception of one or two short local lines, are controlled by the International Railways of Central America, an American undertaking which owns and operates a system of railways of 3-ft. gauge, 794 miles in total length, 509 miles of which are in Guatemala and 285 miles in the neighbouring Republic of Salvador. The company was incorporated on June 8, 1904, in the State of New Jersey, U.S.A., as the Guatemala Railway, and the name was changed to that of International Railways of Central America on April 19, 1912, when the consolidation was effected of the lines in Guatemala and Salvador. The Guatemala Central, the concession for which was granted in 1873, was the first railway in the country, and the line from San José to Guatemala City was completed and opened in July, 1884. Another railway, the Occidental, originally called the Guatemala Western, under a concession of 1881, connects Champerico, on the Pacific, with San Felipe. The Ocos Railway, dating from 1895 and completed in 1898, connects at Ayutla, on the northern frontier, with the Mexican railway system. The most important railway is

the Northern, or the Atlantic Division. This line, known later as the Guatemala Railroad, was begun under a Decree of 1883, but was not completed until 1908, when the whole length was opened from Puerto Barrios on the Atlantic to Guatemala City, 198 miles; the construction involved difficult engineering works, and an ascent to over 5,000 ft. The railway from Puerto Barrios to the Capital and thence to San José, forms an inter-oceanic route between the Atlantic and the Pacific. The capital is 4 hr. journey from San José, and 10 hr. from Puerto Barrios; the through trip takes 14 hr. Control of all the above-mentioned railways was acquired in 1912 by the International Railways of Central America, which owns and works them as a single system, divided into several divisions for purposes of operation. In addition, there is the so-called Pan-American Extension, connecting the Occidental and Ocos lines, and forming one of the links in the proposed Pan-American intercontinental through route. There is also the branch from Zacapa to the Salvador border, finished in 1929.

Outside the activities of the I.R.C.A., there is only slight railway development in Guatemala, consisting of lines of local interest. Chief of these is the Verapaz Railway, completed in 1897 and extending 28 miles from Panzos to Panacajche, and serving the coffee plantations of the Verapaz district. The Los Altos electric railway, 30 miles in length, from San Felipe to Quezaltenango, is still under construction.

The public service railway system of the Republic, according to the information available, may be summarised as follows:—

International Railways of Central America:		
Atlantic (Northern) Division...	3 ft.	197
Central Division	3 ft.	141
Western (Occidental) Division	3 ft.	60
Ocos Division	3 ft.	12
Pan-American Extension	3 ft.	41
Zacapa-Salvador frontier	3 ft.	58
		509
Other railways:		
Verapaz	3 ft.	28
		537

The United Fruit Company, an American undertaking, owns and operates some 278 miles of industrial and plantation railways and tramways.

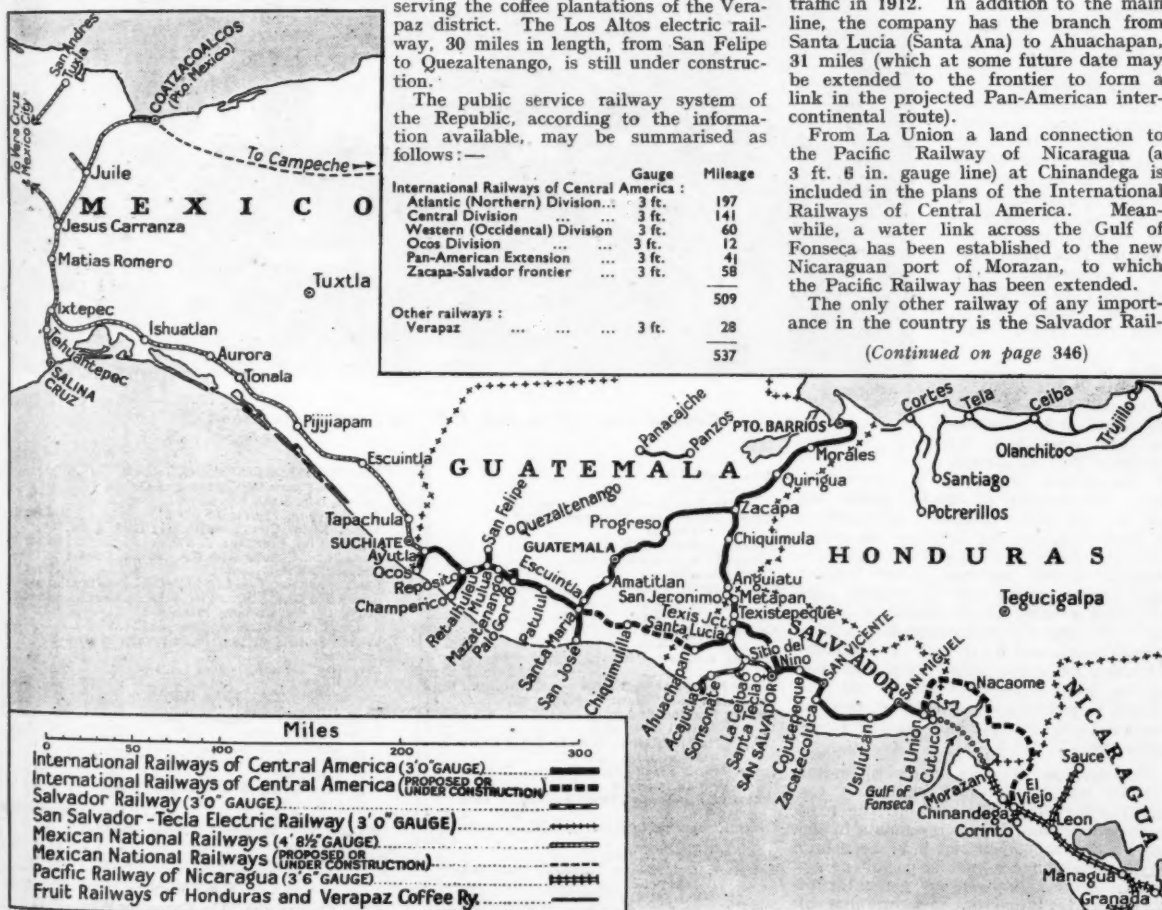
The Railways of El Salvador

The Republic of El Salvador, although the smallest, is the most densely populated of the Central American countries. It lies south-east of Guatemala and south of Honduras, and has a coast line of 160 miles in length on the Pacific. The computed area is 13,176 sq. miles, and the population is estimated at 1,631,967. Communications are relatively good for such a mountainous country; there are 1,600 miles of national roads and 385 miles of railways. The greater part of the Salvador railway system is owned and worked by the International Railways of Central America. Its principal line in Salvador traverses the whole length of the country, from Cutuco and La Unión on the Bay of Fonseca to San Salvador, the capital, from which point an extension to the Guatemalan border was opened in 1929, to give through communication at Zacapa with the Guatemalan transoceanic system. By this route direct communication is afforded between San Salvador, Guatemala City, and Puerto Barrios. The railway was begun by the Government in 1872, at the port of La Unión, but it was not until 1908 that any real progress was made, when the whole line was transferred to the Guatemala Railway, afterwards the International Railways of Central America. The line was reconstructed and opened to traffic in 1912. In addition to the main line, the company has the branch from Santa Lucía (Santa Ana) to Ahuachapán, 31 miles (which at some future date may be extended to the frontier to form a link in the projected Pan-American intercontinental route).

From La Unión a land connection to the Pacific Railway of Nicaragua (a 3 ft. 6 in. gauge line) at Chinandega is included in the plans of the International Railways of Central America. Meanwhile, a water link across the Gulf of Fonseca has been established to the new Nicaraguan port of Morazan, to which the Pacific Railway has been extended.

The only other railway of any importance in the country is the Salvador Rail-

(Continued on page 346)



L.M.S.R. Mobile Workshops

These vehicles are very comprehensively equipped to ensure speedy and efficient treatment of damaged road vehicles

THE maintenance of collection and delivery services, particularly in areas which have been subjected to air attack, is a vital part of the rail transport organisation of the country and, to ensure that repair facilities shall be available under emergency conditions and at the shortest possible notice for its fleet of road motor vehicles, the London Midland & Scottish Railway some time ago constructed at its Wolverton works a mobile repair column. Details of these vehicles were given in an illustrated article in our October 31, 1941, issue, and some particulars of the first of the mobile workshops to be completed were given in our October 3, 1941, issue.

The equipment of the vehicles ensures that the maximum number of damaged vehicles shall be returned to the road in the shortest possible time and, even where road motor repair shops themselves escape damage, the addition of a mobile repair column, by increasing the capacity of the shops, can secure a return to normality in a very much shorter space of time than would otherwise be possible.

The mobile workshop forming one of the units in the repair column is arranged in a trailer vehicle specially designed and equipped for the repair and maintenance of road motor vehicles in the event of damage to existing workshops, and to assist in the maintenance of the vehicles and other railway equipment which may have to be carried out in areas remote from road motor workshops.

Details of Equipment

As will be seen from the detailed lists which we are now able to publish, the equipment of the mobile workshop is comprehensive. It includes an electric generating set to provide current, independent of local supplies, for lighting the workshop, to drive workshop tools, and for charging electric batteries; a tyre inflator with its own power unit; a portable oxy-acetylene welding plant; tanks for cleaning parts and for collecting used oil; a fitters' bench and hand tools; and accommodation for spare parts, tyres, and timber for body repairs. When in use, the vehicle is jacked up and held on wooden chocks, to relieve pressure on the pneumatic tyres.

Reclamation of worn parts of motor vehicles has necessitated increasing the facilities for doing the work in the road motor shops, and the requirements in the London road motor district have been met by the provision of a mobile petrol-engine-driven electric arc-welding generator of 12/900 amps. capacity. The mobility of the self-contained unit enables it to be

employed at any of the road motor shops, and overcomes the difficulties of varying electric supply services. The equipment, a list of which is given herewith, which was obtained on the advice of the Chief Mechanical Engineer's welding school at Derby, was manufactured by Petbow Limited, Watford.

GREASING EQUIPMENT

Funnel, 6 in. Anti-Spill, Oil	1
Bucket, Gear Oil, 3-gal. capacity	1
Greaser, Hand-Power, Tecomit-Type 1200	1
Measures, Oil (Pint, Quart and ½ Gal.), 1 each	3
Oil Spray Gun, "De-Vilbiss" type HW 501	1
Sump Drain Pan, 3-gal. capacity	1

GENERAL SHOP EQUIPMENT

Augers, ½ in., ¾ in., 1 in., 1 ½ in.	3
Bag, Leather, for Fitter's Tools	2

Feeders, Oil, ½ pint "Keyes" Forces Feed	2
Funnel, 6 in. Petrol Anti-Spill	1
Gauges, Starretts Auto-Gauge No. 917E (Cyl. Mic. Inside and Out)	1
Feeler, "Chestermans" No. 1769/7	1
Thread, "Starretts" No. 7	1
Hacksaw, Frame, "Eclipse" No. 20T	1
Hammer and Shaft, 7 lb.	1
Lead	1
Jar, Stone, 1 gal.	1
Iron, Soldering, 1 ½ lb.	1
Iron, Wringing, "Duco" Slots, ½ in. and 1 in.	2
Inspection Lamp, "Gripper"	1
Lamp, Electric Hand, "Hellesen" Sunray	1
Lifter, Valve, KD 380	1
"KD 600"	1
Mallet, Rubber, Dunlop	1
Measure, Tape, 50 ft. "Chesterman"	1
Nuts, Die, Set in Box, "Duco" ½ in. to 1 ½ in., Whit. and B.S.F.	1 set
Pliers, Cone, Cotter, "Camps" Cone Grips	1
Pullers, Wheel, with Claw and Plate	1
Punches, Hollow Wad, ½ in. to 1 in.	1 set
Rope, Towing, L.M.S.R. Spec., No. 64	1
Saw, Wood, 24 in.	1
Scrapers, 10 in. Tube Handled, Set of 3	1 set
Scissors, Long Cutting Out	1
Shears, Tinsmith's 11 in. "Gibbow", Straight Handle	1
Shears, Tinsmith's "Hillshear" Lever Shear	1
Spanners, Special for Vehicles (Valve Caps, Axle Nuts, and Caps, etc.)	1



General view of the first L.M.S.R. mobile workshop

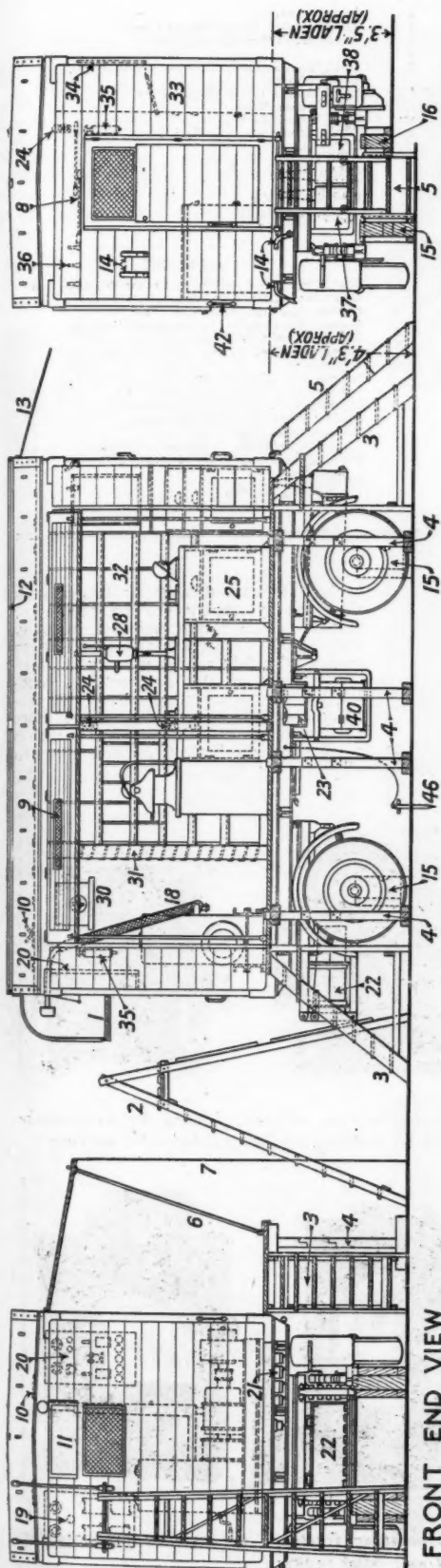
Bars Chisel, 3 ft.	1	Spanners, Special for Vehicles, Tappets	1
"Crow, 4 ft.	1	Spanners, Metric for Carburettor Details	1
"Vee, 2 in. by 4 in. by 1 in. steel	1 pair	Square, 6 in. Steel	1
Blocks, Chain Pulley, "Weston," 1 ton	1	Stamps, ½ in., Figures 0-9	1 set
Board, "No Water"	2	Stock, 1 ½ in. Circular with Gas Dies, ½ in., ¾ in., 1 in., 1 ½ in. Taps, T. & P.	1 set
Buckets, Galvanised, 2 ½ gal.	1	Stock, 1 in. Circular with B.A. Nos. 2, 3 and 4	1 set
Broom, 12 in. Bristle with handle	1	Taps, T. & P.	1 set
Brush, Cleaning	1	Stocks and Dies, ½ in. to 1 in., Whit., in case	1 set
Can, Watering, 2 gal.	1	Stocks and Dies, ½ in. to 1 in., B.S.F. in case	1 set
"Screw Top, 5 gal.	2	Stone, Oil, "Carb/um" Medium	1
"2 gal.	2	Tester, Brake Efficiency, "Ferodo"	1
Calipers, "Outside, 6 in. and 12 in.	2 pair	Wheel, Pullars, Various to Suit Vehicles concerned	1
"Inside, 6 in. and 12 in.	2 pair	Wrench, "Stillson," 14 in.	1
Clamps, Vice Jaw, "Record" Fibre, 4 in. and 5 in.	1		
Clutch Plate Alignment Jig, 6 in. and 9 in.	2 pair		
Creepers, Floor, "Duco"	1		
Drilling Machine, Breast	1		
"Post, 21 in. by 1 ½ in.	1		
"Machine Ratchet, 12 in. for No. 2 Shank	1		
Drills, No. 2 Shank (Taper Square), 2 each, ½ in., ¾ in., 1 in., 1 ½ in., 2 in.	10		
Drills, No. 2 Shank (Taper Square), 1 each, ½ in., ¾ in.	2		
Drills, Jobbers set in stand, ½ in. to 1 in. by 1 ½ in.	1 set		
Edges, Straight, 3 ft. Steel	1		
Extractor, Broken-Stud "Ezy-Out" No. 15A (set of 6)	6		
"Valve Guide "Ford"	1		
"Stud Guide, "Bumo," ½ in. capacity	1		

TYRE REPAIR

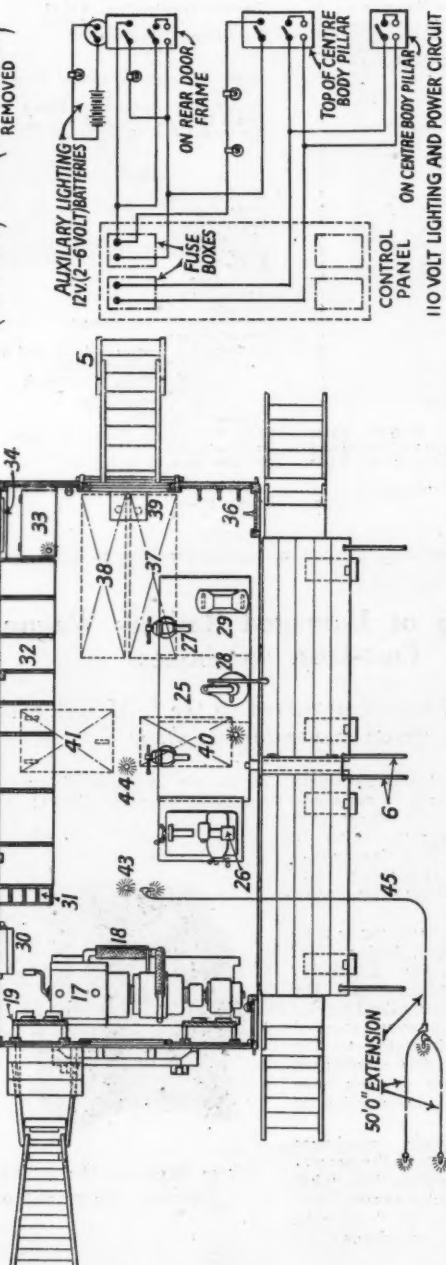
Tube Repair Kit, "Sealfast," No. 4	1
Tyre Changer, Robos	1
"Spreader, Dunlop	1
"Pressure Gauge, "Schrader" Dual Foot, No. 6642	1
"Levers, Flat, 18 in.	2
"Rim Levers, Giant S.S.	2
"Valve Repair Tool "Schrader" No. 3263	1
Wheel Nut Wrench, "James Six-Way"	1
Heavy Duty	1
Wheel, Alignment Gauge, V.I.C.	1

ELECTRICAL

Clips, Charger with 18 in. Connecting Wire	12
Electrical Test Set, L.M.S.R. Pattern	1



FRONT END VIEW

REAR END VIEW
(COMPLETE)
(WITH WHEEL
REMOVED)

Diagrams of L.M.S.R. mobile workshop and (lower right) lighting and power circuit

1. Access to roof storage space
2. Steps to platform (see 14)
3. Steps for entry by side platform
4. Supporting legs for platform
5. Steps for entry by rear door
6. Rods supporting side roof, fold down
7. Blackout curtains, used when side is down
8. Blackout curtains, inside of rear door
9. Blackout boards, side and front windows
10. Ventilators on roof
11. Hinged flap on inside of front ventilator
12. Cover sheet for roof-storage space
13. Cover sheet for extension to vehicle
14. Brackets and straps for steps
15. Packing blocks under axles
16. Packing blocks alternative position
17. Petrol engine driven generator
18. Insulated exhaust pipe
19. Light and power control panel
20. Control panel 20 volt battery charging
21. Battery-charging switches
22. Battery-charging storage space
23. 12 volt auxiliary lighting battery
24. Lighting switches and power points
25. Bench with 2 drawers and 2 cupboards
26. 1 in. valve refacer (Black & Decker)
27. 2 4 in. vices
28. Drilling machine 1 in. cap power operated
29. 6 in.—2 stone electric bench grinder
30. First Aid outfit
31. Small storage bins
32. Large various size storage bins
33. Writing desk
34. Notice board
35. Fire extinguishers
36. Hat & coat hooks
37. Engine oil tank
38. Waste oil tank
39. Trap door for filling tanks
40. Scrap box portable
41. Paraffin-cleaning tank, portable
42. Grab handles
43. Roof lamps when generator is working
44. Lamp from auxiliary battery
45. Lamp extension leads
46. Earthing stake and wire

* Sections of these items can be removed to meet the lower height when the road wheels are removed; item 16 is then used on its side.

Extension Cables for Use Outside Workshop...	3
Hydrometer, "Nife" Battery use	1
Ignition Coil, 6 volt	1
Rubber Gloves	1 pair
Voltmeter, "Crypton" Service Battery	1
Tester	1

HAND TOOLS

Brush, Brazing	1
Chisel, 1 in. by 8 in. Flat, Cold	1
" 1 in. by 6 in. Flat, Cold	1
" 1 in. by 7 in. C/cut	1
File, H/round, 8 in., 2nd cut	4
" Flat, 8 in.	4
" Round, 1 in.	2
" Round, 1 in.	2
" Square, 1 in.	2
" Card	2
" Handles	6
Gas Grips, Foot-Prints, 7 in.	2
Hammer, 1½ lb. with Shaft	2
Pliers, Side-Cutting, 6 in.	2
" 9 in.	2
Punch, Steel, 1 in. by 6 in.	2
" 1 in. by 6 in.	2
" Centre, 5 in.	2
Rule, Steel, 2 ft. Folding	1
" 12 in. Marked, ½"-M/M	1
Rasp, H/R with Handle	1
Spanners, D/E, Set of 6, Whit., ½ in. to 1 in.	2 sets
" D/E, Set of 6, S.A.E., ½ in. to 1 in.	2 sets
" Tubular, Set of 4, Whit., ½ in. to 1 in.	2 sets
Adjustable, 9 in.	2
" Lucas" Girder No. 91	2
" Box, B.A., Set 1 to 6	1 set

Spanners, Sparking Plug, 18 M/M	2
" 14 M/M	2
Screwdriver, 12 in. Blade	2
" 6 in.	2
Stone, "Carb/um" (Tungsten Point Dressing)	4
Syringe, Oil or Petrol with 3 Spouts	1
Tappet Spanner, Set of 4, ½ in. to ¾ in. thick	2 sets
Tommy Bar, ½ in. dia. by 12 in.	2

CONSUMABLE STORES

Asbestos String, 1 lb.	...
Bakers Fluid	...
Copper Wire	...
Distilled Water	...
Ethelene-Glicol	...
Emery Paper	...
" Tape	...
French Chalk	...
Fuse Wire	...
Hacksaw Blades, 9 in. Medium	...
Insulation Tape	...
Jointing, High Pressure, ½ in. and ¾ in.	...
" Sheets 20 in. by 20 in.	...
" "Vellumoid," Packing, ½ in. and ¾ in.	...
" Fluid, "Hermitite"	...
Lockheed Brake Fluid	...
Paint, White, Black, Maroon, and Lake	...
Penetrating Oil	...
Schrader Valve Cores, Box of 5	3
" Caps	2
Solder	...
Sponge Cloths	...

Sulphuric Acid	...
Valve-Grinding Paste, Fine and Coarse	...
Windscreen Wiper Tubing, Brass	...
" Rubber	...
Bolts, Nuts, Studs, Set Screws, Screws (Engs.)	...
Grease Nipples	...
Hose Clips, Universal Double Turn	...
Lamp Glasses, Bulbs	...
Nails, Screws, Tacks	...
Wire, Terminals 5 and 7 M/M Cleats, Saddles	...
Engine Oil	...
Gear Oil	...
Grease	...
Paraffin	...
Panel-Beating Kit	...
Vehicle-Painting Kit	...
" Washing Kit	...

EQUIPMENT

Boards, Black-Out for Side and Front Windows	4
Compressor Unit, Tyre Inflator, Petrol Engine	1
Curtain, Blackout, Inside Rear Door	1
Curtain, Blackout, for Outside, when Working	1
First Aid Outfit, 1-50 persons	1
Forge, Fan-type, 20 in. by 24 in. Hearth, Portable	1
Jacks, 5-ton "Duff-Barretts" 21 in. No. 551	2
Jacks, 5-ton, "Skhi," Hydraulic	2
Lighting, 50-ft. Lengths for Outside Use	3
Shadow Boards for Special Spanners	2
Sheet, Roof-Cover, Storage-Space	1
" Rear Extension to Vehicle under Repair	1
Welding Plant, Type "F," Combination Blow-pipe, Portable	1
Welding Plant, Truck	1

Welding of Damaged Railway Wagon Cast-Iron Axleboxes

A method of repair practised on the L.M.S.R. which effects economies in labour

THE production of cast-iron axleboxes for use on railway wagons runs into many thousands a year. Breakage during wartime is much greater than in peacetime, due to the difficulties experienced in shunting yards arising from blackout conditions and more intensive use of wagon stock.

To conserve labour, the question was gone into by Mr. C. E. Fairburn, Acting Chief Mechanical Engineer of the L.M.S.R., and it was found that many of the broken axleboxes could be repaired by arc welding. Typical repairs were prepared at one factory and circulated to the others, and for the past few months an average of 350 axleboxes a week have been saved due to the introduction of repair by welding.

To control the matter, axleboxes broken in service are sent into the nearest main factory, where examination takes place by an Inspector, who passes them on to the welding shop to be dealt with in accordance with the standards laid down.

Two types of axlebox are in use on the L.M.S.R.: (1) the divided type, which has been in use universally by private owners of wagons and railway companies since 1923, and (2) the solid type of axlebox used by the railways and private owners before grouping in 1923.

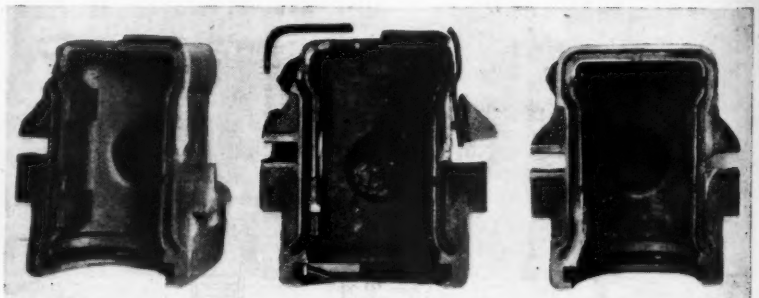
In the case of the divided type, a fitter prepares the broken axlebox for welding and also prepares suitable pieces of steel for welding on to the axlebox, after which the axlebox is handed to the welders. The first of the accompanying illustrations shows: (a) a typical failure; (b) the axlebox prepared for welding; (c) the completed axlebox after welding.

With the solid-type axlebox, a fitter prepares the axlebox for welding and also prepares a steel plate and two rods which are inserted between the axlebox and the

steel plate to act as distance pieces. The second illustration shows: (a) a typical

broken axlebox; damage at this point is that usually experienced on this type; (b) the axlebox prepared for welding, showing the steel plate and rods; (c) the completed axlebox after welding.

Electrodes suitable for cast-iron welding are used with either a.c. or d.c. machines, and before welding takes place the axleboxes are thoroughly cleaned in a caustic soda bath to remove dirt and oil.



Three stages in the repair of a divided-type axlebox, showing (left to right) the fracture; the axlebox prepared for welding, and the axlebox after welding



Left to right: a solid axlebox showing fracture; the axlebox prepared for welding; after repair

Station Hotel, Belfast

DURING the air raid on Belfast on the night of May 4-5, 1941, of which we published some account in our issue of January 29, 1943, fire from the station roof of the York Road terminus of the Northern Counties Committee Railway, L.M.S.R., spread to the Station Hotel, which was burned out, with the exception of the kitchen, and a few rooms at the back.

When part-reconstruction of the Station Hotel was undertaken, it was first necessary to demolish the greater part of the walls



An impression of the damage to the Station Hotel, Belfast, after an air raid in May, 1941

to second floor level. The whole ground floor has now been rebuilt and renamed the L.M.S. Restaurant. It comprises a dining room, lounge, cocktail bar, cloakroom, offices, stores, and staff canteen. The public rooms are decorated in a simple and effective modern style.

Since reopening, the restaurant has been well patronised, particularly by Officers of H.M. Forces. A small part of the hotel structure was sufficiently intact to be allowed to remain at its original height. This portion was requisitioned by the Government and reconstructed into club premises for the sole use of Officers of the United States Forces.

One of the accompanying illustrations gives a good idea of the gutted hotel when clearance work was begun after the raid. The three illustrations alongside show the pleasing treatment of the ground floor as converted into the L.M.S. Restaurant.

SUCCESS OF L.M.S.R. SALVAGE CAMPAIGN.—The L.M.S.R. salvage campaign has already produced 13,576 tons of metal, enough to build a cruiser and five destroyers. This was abandoned scrap collected in bits and pieces by the staff from L.M.S.R. stations, etc., and is additional to that recovered from the company's engineering departments.



Entrance hall to the new L.M.S. Restaurant, Belfast



The lounge in the new restaurant



The cocktail lounge in the L.M.S. Restaurant, Belfast

G.W.R. Women for Victory



Representatives of the many sections of Great Western Railway staff in which women are performing valuable wartime service.
More than 16,000 women are now employed on the G.W.R.

RAILWAY NEWS SECTION

PERSONAL

Among those appointed by the King-in-Council to be Sheriffs for 1943 are Mr. John Murray, O.B.E. (Breckshire), who retired in 1932 from the position of Assistant Chief General Superintendent, L.M.S.R.; and Lt.-Colonel Reginald Tristram Harper, O.B.E. (Surrey), a Director of the Buenos Ayres Great Southern Railway Co. Ltd. and the Buenos Ayres Western Railway Limited.

Major Sidney H. Bingham, Officer-in-Charge, Military Railway Branch, Transportation Corps, United States Army (E.T.O.), has been elected a member of the Institution of Mechanical Engineers. He is the first American officer in the present war to become a member of the institution.

Mr. E. R. Battley, General Superintendent of Motive Power & Car Equipment, Toronto, Canadian National Railways, has been appointed Chief of Motive Power & Car Equipment for the system, in succession to Mr. John Roberts, who has been appointed full-time Managing Director of National Railways Munitions Limited.

We regret to record the death, at the age of 65, of Sir Edward Wentworth Beatty, G.B.E., K.C., LL.D., Chairman of the Canadian Pacific Railway Company.

We regret to record the death on March 5, after a brief illness, at the age of 54, of Mr. W. T. Coleman, Works Manager of Owen & Dyson Limited. Mr. Coleman had been with the company since 1913, and had held the position of Works Manager since 1920, a period of 23 years.

The late Sir Stenson Cooke, who was Secretary of the Automobile Association from its inception in 1905 until his death, left £26,074.

Mr. W. L. Box, who, as recorded in our March 5 issue, has relinquished his position as General Manager & Engineer of the Liverpool Overhead Railway on account of ill-health, obtained his early experience on the Waterloo & City Railway (now included in the Southern Railway system), where he was engaged from 1898 until 1901; during the last year he was Shift Engineer. He then entered the service of Dick, Kerr & Co. Ltd., at Preston, and in subsequent years held the position of Resident Engineer on the following undertakings: 1901, Portsmouth Tramways generating station; 1901, Great Grimsby Tramways generating station; 1902, electrical re-equipment of rolling stock on the Liverpool Overhead Railway; 1903, L.C.C. Tramways generating and sub-station plant; 1904-6, Singapore Tramways generating station; and 1907-10, generating plant, British Aluminium Company's hydro-electric scheme at Kinlochleven, Scotland. In 1911 he was appointed Assistant Engineer to the Liverpool Overhead Railway, and in 1926 he became Engineer. Mr. Box was appointed also General Manager in 1934.

Mr. Albert Evans Pullar, as announced at the recent meeting of the London Midland & Scottish Railway Company, has intimated his wish to retire from the board, and thereby brings to an end a railway directorship which has extended for over 44 years. He is to remain a member of the Scottish Committee of the L.M.S.R. in Glasgow. Before the grouping, Mr. Pullar had been for 24 years a Director of the Highland Railway Company, and was Deputy-Chairman from

tary for Railways, New South Wales. Mr. S. R. Nicholas, Assistant Secretary, has been appointed to succeed Brigadier Newman.

Mr. D. Kirwan, Operating Assistant, Great Southern Railways (Eire), and Mr. P. A. Foley, District Superintendent, Great Northern Railway (Ireland), have been appointed Liaison Officers between the railway companies and the army authorities, with the rank of Major. They will not be called into service unless an emergency should arise.

Mr. Robert Whitelaw Caldwell, L.R.I.B.A., Chief Architectural Assistant to the Divisional Civil Engineer, L.M.S.R., retired from the company's service on February 28. To mark the occasion, a presentation from the staff was made to Mr. Caldwell on March 12 at St. Enoch Hotel by Mr. A. H. McMurdo, Divisional Engineer.

Mr. Andrew McCance, a Director of Colvilles Limited, has been elected a Fellow of the Royal Society.

INDIAN RAILWAY STAFF CHANGES

Mr. R. V. Ramchandani has been appointed to officiate as Controller of Railway Accounts, Government of India, as from August 13.

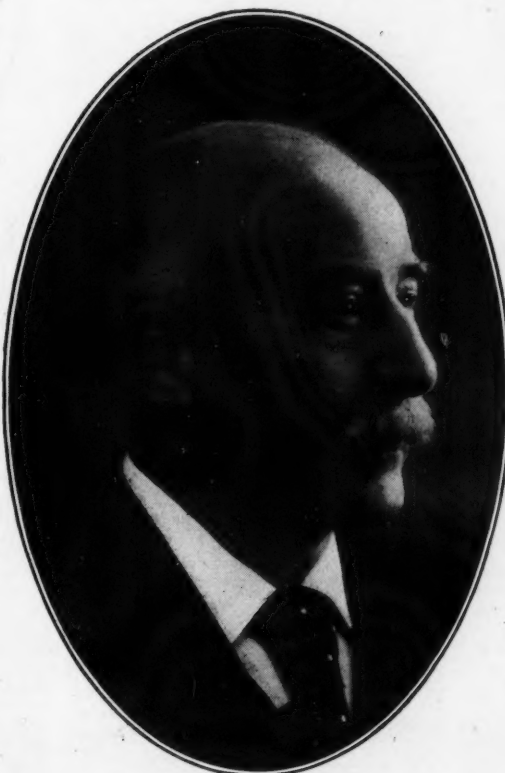
Mr. W. T. Griffiths has been appointed to officiate as Chief Traffic Manager, G.I.P.R., as from July 20.

Mr. S. C. Biswas has been appointed to officiate as Deputy Chief Engineer, B. & A.R., as from July 30.

Mr. R. T. Collins has been appointed to officiate as Deputy Chief Accounts Officer, B.B. & C.I.R., as from August 13.

Mr. N. C. Kapoor has been appointed to officiate as Deputy Chief Operating Superintendent, E.I.R., as from July 13.

Mr. R. L. Tanner has been appointed to officiate as Deputy Chief Mechanical Engineer, E.I.R., as from July 1.



Mr. A. E. Pullar

For 44 years a Director of the Highland and L.M.S. Railway Companies

1915 to the date of grouping. On the latter, the Highland Railway became a constituent of the London Midland & Scottish Railway, and he was one of the nominated directors. Mr. Pullar has taken more than an ordinary directorial interest in railway affairs. Among his hobbies has been the collection of the seals of the constituent and subsidiary companies forming the L.M.S.R., also the collection of the coats-of-arms of British railways; the latter may be seen at Perth Station Hotel.

Mr. Francis W. Rowe is to join the board of Kryn & Lahy (1928) Limited as Managing Director on April 1. Mr. Rowe until recently was on the board of David Brown & Sons (Huddersfield) Ltd. and has been the recipient of many honours for his work in the field of engineering and metallurgy.

We regret to record the death in Melbourne of Brigadier W. H. Newman, Secre-

We regret to record the death on March 18, in his 80th year, of Mr. William Clower, O.B.E., who was Chief Officer for Labour & Establishment, L.M.S.R., from 1927 until his retirement in 1929.

Mr. I. C. Forsyth, Maintenance Assistant (Motive Power), Office of Divisional Superintendent of Operation, Crewe, L.M.S.R., who, as recorded in our February 26 issue, has been appointed District Locomotive Superintendent, Plaistow, received his training at Derby Technical College as a privilege apprentice (he was awarded Sir Henry Fowler's Prize & Scholarship in 1916), and at Derby Locomotive Works, Midland Railway, between 1916 and 1921; from 1918-19 he served with the Armed Forces. In 1922 he went to the Motive Power Depot, Nottingham, where he gained running-shed experience as improver during a period of two years, after which he was appointed Running Shed Foreman at Lincoln. In 1925, he was made Assistant to District Locomotive Superintendent, Saltley, and in 1928 was transferred in a similar capacity to Preston, where he remained for six years before being

**Mr. I. C. Forsyth**

Appointed District Locomotive Superintendent,
Plaistow, L.M.S.R.

appointed Assistant District Locomotive Superintendent, Blackpool. Between 1935 and 1940, Mr. Forsyth was General & Utilisation Assistant (Motive Power) to the Divisional Superintendent of Operation, Manchester; in the latter year he joined the staff of the Divisional Superintendent of Operation, Crewe, to take up the position which he vacates on his new appointment. Mr. Forsyth has been Chairman of the Manchester Centre of the Institution of Locomotive Engineers since 1939.

Mr. S. H. Gould, Assistant Divisional Controller (Passenger Services), Office of Divisional Superintendent of Operation, Crewe, L.M.S.R., who, as recorded in our February 26 issue, has been appointed Divisional Controller (Passenger Services), Crewe, entered the service of the former London & North Western Railway in 1917, and received training in traffic and goods department work at various stations in the London, Northampton, Crewe, and Liver-

**Mr. S. H. Gould**

Appointed Divisional Controller (Passenger Services),
Crewe, L.M.S.R.

pool districts. In 1924 he was attached to the staff of the Chief General Superintendent, L.M.S.R., holding positions at Lancaster (in that year) and at Preston (in 1925). He was transferred to the staff of the District Controller, Birmingham, in 1926, and three years later was appointed Assistant District Controller at Nuneaton; he occupied similar positions at Patricroft in 1930 and at Willesden in 1931. Mr. Gould was in charge of the Euston Sub-Office of the Divisional Superintendent of Operation (Western Division) from 1934 until 1936, when he was appointed Assistant Divisional Controller (Passenger Services) at Crewe; since December, 1939, he has been Acting Divisional Controller (Passenger Services) there, the position to which he now is appointed. From 1926 to 1933 Mr. Gould held a commission in the Royal Corps of Signals (Supplementary Reserve), serving in the rank of Captain with No. 2 Lines of Communication Company (Railway Telegraphs).

Mr. H. B. Taylor, Assistant (Freight Services Section), Chief Operating Manager's Office, Watford, L.M.S.R., who, as recorded in our February 26 issue, has been appointed Divisional Controller (Freight Services), Office of Divisional Superintendent of Operation, Manchester, entered the service of the former London & North Western Railway in February, 1912, in the Coaching Department of the Chester-Holyhead District, and subsequently was transferred, as a clerk, to the Superintendent of the Line's Department at Crewe (Central Control and Timing Offices). In February, 1917, he joined the Armed Forces, and served in France with the Royal Engineers (No. 6 Light Railway Operating Company), and was awarded the Meritorious Service Medal. He rejoined the service of the L.N.W.R. in January, 1920, in the Central Control Office, Crewe, where he gained experience of control work and other subjects. In October, 1928, he was appointed Passenger Trains Inspector for the Heaton Norris District Control Area, and was responsible for passenger-train services and coaching-stock arrangements for the Manchester, Stockport, Crewe, Macclesfield, and Buxton districts. In October, 1930, Mr. Taylor returned to Crewe, as Head Office Inspector in the Divisional Superintendent of Operation's Department, in which capacity he dealt with varied matters relating to freight-train services. He was placed in charge of the Freight, Shunting & Traffic Analysis Committee in March, 1932, and in the same year was detached for special duties in the Chief Operating Manager's Department connected with the closer-working and pooling arrangements between the G.W.R., L.M.S.R., and L.N.E.R. In August, 1935, he was appointed Senior Clerk (Freight Services Section), Chief Operating Manager's Department, Euston; and in March, 1936, he became Assistant (Freight Services Section), the position which he now vacates to take up his new appointment. In 1939, his duties were extended to deal with freight rolling-stock organisation. Between September, 1939, and February of this year, Mr. Taylor has served on a number of sub-committees appointed by the Operating Committee, Railway Executive Committee, including the Inter-Company Freight Rolling-Stock Committee, the Ministry of Food (Meat) Liaison Committee, and the Iron Ore Committee. He was one of the original members of the sub-committee connected with the formulation of the scheme for the inter-company centralised control of wagons and containers, and of the wagon allowance to collieries.

**Mr. H. B. Taylor**

Appointed Divisional Controller (Freight Services),
Manchester, L.M.S.R.

Mr. H. E. Geer, for many years Chief Engineer of the Superheater Co. Ltd., of London and Manchester, whose death we recorded last week, had been associated with the design and application of superheaters to all forms of steam generators; his experience in locomotive superheating dated back to 1911. Part of Mr. Geer's early training consisted of service with the Marine Department of Babcock & Wilcox Limited; and in 1911 he was engaged actively in exploiting the superheater inventions of Mr. J. G. Robinson, then Chief Mechanical Engineer of the Great Central Railway. During his career Mr. Geer had travelled in most countries; during a visit to the United States he was elected a member of the American Society of Mechanical Engineers. Mr. Geer was for twelve years a Member of Council of the Institution of Locomotive Engineers. He was awarded the Silver Medal of the institution for his paper on "Modern Locomotive Superheating."

**The late Mr. H. E. Geer**

For many years Chief Engineer of
the Superheater Co. Ltd.

TRANSPORT SERVICES AND THE WAR—183

Civilian Air Raid Casualties in February

The Ministry of Home Security has announced the following figures of civilian air raid casualties due to air raids in the United Kingdom during the month of February :—

Killed (or missing believed killed) ... 252
Injured and detained in hospital ... 347

The casualties are classified as follow :—

	Men	Women	Under 16
Killed (or missing believed killed) ...	93	136	23
Injured and detained in hospital ...	134	177	36

Tilling Group Producer Gas

Seventeen of the operating companies in the Tilling Group are proposing to convert a total of 651 buses to producer-gas operation during 1943. The details are as follow :—

Company	Vehicles already adapted	To be adapted this year
Brighton, Hove & District Omnibus Co. Ltd. ...	—	11
Bristol Tramways & Carriage Co. Ltd. ...	9	102
Caledonian Omnibus Co. Ltd. ...	—	14
Crosville Motor Services Ltd. ...	—	101
Cumberland Motor Services Ltd. ...	—	18
Eastern National Omnibus Co. Ltd. ...	19	38
Eastern Counties Omnibus Co. Ltd. ...	26	55
Hants & Dorset Motor Services Ltd. ...	4	29
Lincolnshire Road Car Co. Ltd. ...	—	25
Southern National Omnibus Co. Ltd. ...	10	24
Southern Vectis Omnibus Co. Ltd. ...	—	9
Thames Valley Traction Co. Ltd. ...	4	20
United Automobile Services Ltd. ...	11	76
United Counties Omnibus Co. Ltd. ...	—	26
Wilt & Dorset Motor Services Ltd. ...	5	17
West Yorkshire Road Car Co. Ltd. ...	5	40
Western National Omnibus Co. Ltd. ...	14	46
Total ...	107	651

To the end of December, 1942, these companies estimate that they have saved approximately 415,000 gal. of liquid fuel by the use of producer gas, having run 2,500,000 miles with converted vehicles.

Another Closed Branch

The passenger train service between Gollanfield Junction and Fort George, L.M.S.R., will be withdrawn from April 5.

Transport of Flowers

In the House of Commons on March 18, Mr. Noel-Baker, Joint Parliamentary Secretary, Ministry of War Transport, announced that the Government had decided that the Transport of Flowers Order should be suspended as from March 25. After that date, carriage of flowers will be subject to the state of the railway traffic, and to a number of special conditions. Mr. Noel-Baker's statement is given in full on page 345, and the matter is the subject of editorial comment on page 327.

Cross-Country Buses

Although the travel restrictions envisaged by the Ministry of War Transport's announcement on September 6 last provided for the discontinuance of long-distance motorcoach services by the end of September, it may be recalled that the steps necessary to replace operations on routes serving rural areas which would otherwise have been isolated, resulted in some cases in the retention for a short time of certain of the long-distance coaches. Particularly was this the case with a number of the services of Associated Motorways, and with the following three routes of Royal Blue Services :—

London—Salisbury—Exeter—Plymouth
Bournemouth—Exeter
Bournemouth—Taunton—Ilfracombe

As we recorded at page 401 of our issue of October 23, these remained in operation until October 17. To meet local and semi-local needs, especially in the Somerset, Dorset, and Wiltshire areas, the Western National Omnibus Co. Ltd. and the Southern National Omnibus Co. Ltd. were authorised to introduce six bus services

(operated by the two companies jointly, either by green buses or blue coaches) as follow :—

Route 400 ...	Bournemouth—Southampton
" 401 ...	Southampton—Portsmouth
" 402 ...	Bournemouth—Exeter
" 403 ...	Yeovil—Bournemouth
" 404 ...	Honiton—Shaftesbury
" 405 ...	Bournemouth—Trowbridge

* This route is co-ordinated between Dorchester and Exeter with the journeys operated by the Southern National Omnibus Co. Ltd. and the Devon General Omnibus & Touring Co. Ltd. on their joint Weymouth—Exeter service.

Travel to Sardinia

More stringent regulations governing journeys between the Italian mainland and Sardinia came into force recently. No permits to enter Sardinia are now granted to women or children except in special cases of proved necessity, and with the consent of the authorities in the Sardinian provinces concerned. Permits, generally, are valid for a single journey to Sardinia only, and for a month from the date of issue, instead of for a month from the date of departure as hitherto. Return permits, granted in special cases only, are valid for one and a half months. Persons belonging to industry, agriculture, or trade, who for business reasons must frequently travel between the mainland and Sardinia, may be granted return permits for a specified number of trips, valid for three months. Permits for air travel are granted in exceptional cases only.

Transport Zoning in Germany

According to the 1942 report of the Reichsbahn, the interchange of customers in all branches of industry and trade, made necessary by the imposition of transport restrictions, has resulted in a large-scale severing of commercial connections of long standing, and general dislocation. Before 1942, the catering industry had begun the interchange of customers as a result of the Order suspending the conveyance of bread over long distances; the limit is 50 km. (31 miles). The limit for beer is 250 km. (155 miles), but a special permit is necessary for distances exceeding 100 km. (62 miles). Similar regulations are in force in respect of cigarettes, fruit, vegetables, and milk. A saving of from half a pfennig

SHELTER IN UNDERGROUND STATIONS

ADMISSION OF SHELTERERS

Shelterers will not be admitted to this station until 6.30 p.m.

At 6.15 a.m. shelterers must withdraw to the line 4ft. from the wall, and leave the station entirely by 7 a.m. weekdays and 8 a.m. Sundays

SHELTER TICKETS

All shelterers must have either

1 A PERIOD RESERVATION TICKET

Issued free by the local authority in whose area the station is situated. Entitles the holder to reserved accommodation for shelter each night; or

2 A CASUAL SHELTER TICKET

Issued free at the ticket office, subject to accommodation being available. Admits the holder to the station at which it is issued for shelter for one night only. Must be given up when the holder leaves the station

Neither of these tickets is available for travel by train. Both are issued subject to the conditions printed on them.



SHELTER IN UNDERGROUND STATIONS

SAFETY CODE

- 1 Keep away from platform edges. For your safety they have been painted white
- 2 When near a moving train - stand still
- 3 Don't stand in groups, particularly upon platforms
- 4 Keep your children under control. Don't allow them to play on escalators, lifts and trains
- 5 See that your belongings are removed from the station premises promptly every morning
- 6 Please do your best to co-operate with the railway officials and wardens in order to ensure safety and comfort for all shelterers



SHELTER IN UNDERGROUND STATIONS

WARNING

London Transport are glad to be able to provide shelter in Underground stations, subject to the over-riding need for the maintenance of transport facilities, but they think it desirable, in the interest of all concerned to make the following announcement:—

Persons who enter or remain on the premises of the Board for the purpose of air raid shelter, or for any purpose other than travelling immediately by train, do so at their own risk in all respects, and neither the Board nor their servants or agents shall be responsible to such persons or their dependants for personal injury (whether fatal or otherwise), loss of or damage to property or any other loss, damage, costs or expenses however caused or incurred



The latest series of London Transport posters regarding night air-raid sheltering in tube stations. Canteens are still working at 24 stations, and the full refreshment service can be brought into action at short notice



Sketch map of the new railway link, which will join the railway systems of Brazil, Bolivia, and Argentina, and eventually complete a new transcontinental line

to three quarters of a pfennig per litre (somewhat less than 2 pints) has resulted in the transport charges in respect of milk.

In respect of coke supplies from either the Ruhr or the Upper Silesian coal regions, Germany has been divided into two zones; this prevents coke from the east being transported to the west, and *vice-versa*. Complete cement works have been transplanted to eastern Germany, where cement production had not been developed so well as in western Germany. The concentration and closing of works in the textile and sugar industries has been effected in accordance with transport zoning principles; it is claimed that the saving of transport achieved in the rayon and staple fibre industries amounts to as much as 30 per cent.

Railway Mileage in "Greater Germany"

The route length of the Reichsbahn system at the beginning of 1943 was stated to be 161,000 km. (100,000 miles), compared with 64,135 km. (39,850 miles) at the end of 1937, apart from 1,378 km. (856 miles) of narrow-gauge line.

Early in 1942 there were 135 privately-owned railways in Germany aggregating a route length of 4,800 km. (2,983 miles). At the same date there were 306 light railways with a total route length of 10,270 km. (6,381 miles). Seven privately-owned railways have been absorbed into the Reichsbahn system since 1938.

As emphasising the importance of the light railways, the Reichsbahn state that no less than 38 per cent. of the fertilisers used in Germany are carried over such lines. More than 25 per cent., or 1,300 km. (808 miles), of the German private railways are narrow-gauge; the ratio is about 50 per cent. in the case of the light railways. There is a tendency to standardise fares and rates on the privately-owned railways, and the Reichsbahn has concluded tariff agreements with 54 light railways since 1938.

New Bolivian Rail Links

Recent press messages from Washington indicate that considerable progress is being made with the railway linking Bolivia with Brazil, which will open the free port of Santos as an east coast outlet for Bolivian ores (copper, lead, wolfram, and antimony) which Bolivia has undertaken to supply in increasing quantities to assist the war effort of the United Nations. The first section, the 100 km. (62 miles) from Corumba to El Carmen, was reported in our issue of August 15, 1941 (page 158) to be nearing

completion, and the second section, the 300 km. (186 miles) thence to São José de Chiquitos, to be under way. Precise information has since been lacking. The third section will be 280 km. (174 miles) long, and will extend to Santa Cruz.

On September 18 of last year the first rail was laid of the new railway which is to extend from Yacuiba (the Argentine railhead on the Bolivian frontier) to Santa Cruz, with a branch from Camiri to Sucre. Some details of the new railway links proposed and under construction, which are designed to join the railway systems to Brazil, Argentina, and Bolivia, with Santa Cruz as the focal point, were given in *The Railway Gazette* of January 24, 1941 (page 103).

The transport agreement between the two countries also includes a loan up to 10,000,000 pesos for building a road linking Tarija and Potosí, both in Bolivia, with the Argentine road system. This loan is to be repaid by oil deliveries to Argentine. The first pipe line linking the Bolivian oil fields with the Argentine railway system has been completed. It extends from Bermejo to the Argentine State Railways at Orán. The first oil was pumped through early last September.

New Honduran Road

Very limited transport facilities are available in Honduras between the south (Pacific) and north (Atlantic) coasts, but there is one highway which extends from the Gulf of Fonseca, at the Pacific end, to a northern terminus at Potrerillos, the railhead of a line extending to the Gulf of Honduras. The road from Potrerillos to Lake Yojoa is now being improved as a wartime project, and more than 1,000 men are already engaged on the work. One feature of the enterprise is that it will assist in providing employment on the north coast in the banana areas, where employment has decreased substantially as a result of the reduction in banana shipments to the U.S.A. In the construction of this road four Honduran engineers are working in co-operation with an engineer of the U.S.A. Public Roads Administration.

A.R.P. in Victoria

After the entry of Japan into the war, action was taken by the Victorian Railways to accelerate the completion of its A.R.P. plans, which previously had been developed in conjunction with the State Emergency Council. In the event of an air-raid alarm it is proposed to run sufficient trains to transport any passengers already gathered at the metropolitan stations. Members of

the public on railway premises elsewhere will be requested, in accordance with the precedent established in England, to disperse to the nearest public shelter for protection. At the metropolitan stations, considerations of space effectively prevent the provision of any adequate air raid shelters, but first-aid posts, protected against splinters, have been established at Flinders Street Station.

The provision of structural protection against blast and bomb fragmentation for essential plant and equipment and vital buildings, in accordance with recognised standards, is completed at all important centres. Similarly, protection is provided at many places throughout the metropolitan area and at country centres, for railway personnel whose duties will admit of their seeking shelter. Progress with other protective works has been handicapped by lack of labour and material. In the provision of trenches these difficulties were partly overcome by the co-operative effort of employees at various locations, who voluntarily dug trenches in their own time, for which they were paid at the casual labourer's rate.

At all important locations where staff are available in sufficient numbers, essential A.R.P. personnel have been organised and trained to cover all requirements, including first-aid and fire-fighting. In addition, members of the staff have been instructed in the use of the ordinary fire-fighting appliances distributed throughout railway premises, and in the approved methods of dealing with small magnesium and other incendiary bombs. Although any dislocated railway services will be restored by the Railway Department, it has been arranged that, at a number of locations with limited staff, the assistance of the civil organisations will be available for fire-fighting and provision of first-aid services.

Stocks of vital materials have been distributed throughout the State of Victoria as a precaution against loss by enemy action. Except in a few localities where progress has been retarded by shortage of staff and material, railway premises have been treated to conform to the requirements of lighting restriction regulations. Passenger carriages and electric trams have been treated similarly.

Having regard to the possibilities in the event of an air raid, the children's nursery at Flinders Street Station, Melbourne, although enjoying a high degree of popularity, was closed on January 26, 1942. This nursery was described and illustrated in *The Railway Gazette* of August 5, 1938 (pages 242-243 and 252).

Great Northern Railway Company (Ireland)

Fall in net income—Taxation in Eire—Financing of capital works from revenue—Depreciation funds not available for dividends—Cash for replacements

The annual general meeting of the Great Northern Railway Company (Ireland) was held in Dublin on February 23. Lord Glenavy, Chairman of the company, presided.

The Chairman, in the course of his speech, said that the gross receipts from railway working were £2,610,517, an increase of £405,836 over 1941. Of that increase, passenger traffic contributed approximately five-eighths and goods traffic three-eighths. Expenditure at £1,972,308 increased by £370,520, due mainly to the two items of locomotive fuel and salaries and wages, which together accounted for £263,649, or 71 per cent. of the total increase.

Financial Results

Deducting expenditure from gross receipts there was a net income from railway working of £638,210, which was higher by £35,316 than that of 1941. The other branches of the company's business yielded a net income of £108,339, an increase over 1941 of £22,164. Total net income, therefore, at £746,549 was £57,480 greater than in 1941. Net income rose in the earlier part of the year; but in the latter part began to decline.

Into 1943 was being carried forward the full effect of the increases in costs which accumulated in 1942, and those 1942 costs had already been added to by a rise in the cost of coal and by a finding of the Railway Wages Board, both of which took effect from January 1 of this year. Further applications were pending before the wages board. All practicable economies to offset these additional burdens were under review, but it could hardly be expected that net income would again reach the figure appearing in the present accounts.

Taxation Differences

The consequences of a fall in net income would vary according to whether it occurred in the earnings in Northern Ireland or in the earnings in Eire. In Northern Ireland a fall, provided it did not bring profits below the standard, should be offset largely by a reduction in the liability to Excess Profits Tax. In Eire, however, the only saving would be the amount of income tax on the sum by which taxable profits diminished, so that the company would have to bear 12s. 6d. in the £ of the reduction in earnings. The tendency for profits to decline was most marked in Eire.

From the net income of £746,549 the deductions had to be made of which particulars were given in the report. For fixed charges and debenture interest the deduction of £119,236 was practically the same as for 1941. The deduction of £256,102 for income tax had raised some queries from stockholders. In 1941, the company began the practice of providing a reserve for income tax, but it did not go the length of making a reserve equal to the whole income tax liability which it would have to discharge. With net income on the up grade, the board considered it reasonable to leave part of the liability to be borne by the following year. Before the board adopted the new practice the following year used to bear virtually the whole liability, but that was in times when the burden of income tax was relatively light. The year 1942 had, for the reasons he had stated, to bear part of the liability of the preceding year, as well as to provide for

its own liabilities. The board was not now proposing that the reserve for 1942 should provide for the whole of those accrued and accruing liabilities. But since net income was no longer on the up-grade the 1942 reserve which was assisted by the amount deductible in tax from the dividends recommended, had been made proportionately somewhat larger, in order, in the interests of stockholders, to lighten the burden falling on this year. Income tax liabilities accrued and accruing from years which were now passed were substantially in excess of the reserve for income tax of £314,490 set out in the balance sheet. The provision for contingent liabilities at £150,000 was greater than that in 1941, and included provision for Excess Profits Tax. But where, as in the case of this company, profits had been increasing, the benefit of such deficiencies could be exhausted so that proportionately more became payable in tax.

In the matter of war damage contributions an announcement had been made that the railways in Northern Ireland were to be brought into a common scheme with the railways in Great Britain, contributions to be dependent on the amount of damage actually suffered by those railways generally and to be assessed on each of the companies in proportions not yet settled. Estimates of the reserves necessary to provide against this liability could only be provisional.

Dividends

Having made the several deductions which he had explained and allowing for the balance brought forward, there was left available for dividends the sum of £179,293, which was recommended to be applied in payment of the fixed dividends on the prior stocks and a dividend of 1½ per cent. on the ordinary stock. Provision had been made for the payment of directors' fees at the normal amount authorised by resolution of the proprietors. During the long period when a 10 per cent. deduction was applied to all salaries and wages the board forewent 10 per cent. of the authorised fees. The 10 per cent. deduction from salaries and wages ceased for everyone else over three years ago, so the restoration of the normal amount of fees was overdue. While the provision had been made no additional fees had, in fact, been drawn.

Depreciation Funds

The Chairman then explained at some length the company's policy as to depreciation. This, he thought, had been seriously misunderstood by the Committee of the Shareholders' Protection Association, which had indicated that if a certain minimum rate of dividend was not declared, objection would be taken to transfers to the depreciation funds and had described those funds as "more than enough to meet any emergencies." These funds were not created for the purpose of meeting emergencies at all. The sums set aside annually for depreciation were so calculated as to meet only the ordinary day-to-day wearing out of such equipment as locomotives, carriages, wagons, permanent way, etc. The receipts of the year must provide for the wastage of the year; otherwise the future would have to bear not only its own wastage but that of the past as well.

An essential fact which governed the whole of the present financial position was

that the company had not been able to reserve any funds at all for emergencies. If there were emergencies requiring cash to meet, it was only such money as was held in a liquid form to the credit of the depreciation funds that could be utilised to meet them, since the company had no available free reserves. But that had to be done at the cost of reducing the security against the inescapable liabilities for which those funds were specifically created.

Revenue Provides for Capital Works

There was, unfortunately, still another call on the company's resources, which in its present situation could only be met by going for money to the depreciation funds, namely, the continual call for expenditure on new capital purposes such as the acquisition of road services, bus or lorry garages, additional sidings, station and goods yard improvements, additions to rolling stock, workshop extensions, and new equipment, such as the briquetting plant which had had to be installed at Dundalk for handling the duff that constituted a large part of the company's coal supply in Eire. All these were works of a kind which it was essential to carry out from time to time if the company was to keep abreast of public requirements and its public obligations. In past years recourse had been necessary to the depreciation funds for cash to no less a total than £1,104,966 and capital commitments of the same nature for 1943 amounted at present to a further £60,000 mainly for additional wagons and workmen's coaches needed for emergency requirements which, but for the lack of money due to the public's pre-war neglect of the railways, could have been built then at much less cost.

Inadequate Depreciation Funds

The serious fallacy implied in the view that the company's depreciation funds amounted to a total much greater than was ever likely to be required was more encouraged than corrected by the form in which the company was required by law to present its accounts. Commercial accounts in their familiar shape would give a more informative picture of the situation. In the present accounts the total to credit of these funds was shown on the liabilities side of the balance sheet as £1,740,753. But if the assets side of the balance sheet was looked at to see in what form that sum was available, it would be found that a great deal more than half of it had already been spent in the form of that expenditure on new capital works which had had to be met out of the resources of the depreciation funds, no other sources of capital being available. The three items on the assets side, capital account balance at debit, cost of acquiring motor services, and capital expenditure suspense account, amounted in all to £1,104,966. If that sum be subtracted from £1,740,753, the total of the depreciation funds, it would be found that the amount in fact available for all the varied demands which had to be met by the funds did not exceed £635,787, in itself only about 7 per cent. of the present replacement cost of all the company's wasting assets. Further, more than half of that amount was represented not by cash or saleable investments at all, but by the stock of stores and materials. So that the cash available for replacing stock, much of which was old or was suffering exceptional wear and tear, amounted, in fact, to less than 3 per cent. of what it would cost to replace to-day. No one, in the view of the directors, could possibly describe a proportion of 3 per cent., as in any way excessive.

The report and accounts were adopted after a "token protest" by a large number of shareholders.

Parliamentary Notes

Grand Union Canal Bill

The House of Lords agreed that the following shall constitute the Select Committee to consider the Grand Union Canal Bill: Lord Kenilworth (Chairman), Lord Ellenborough, Lord Monkswell, Lord Faringdon, and Lord Milne.

Civil Aviation

Sir Archibald Sinclair (Secretary of State for Air), in the course of his speech made on presentation of the Air Estimates to the House of Commons on March 11, referred to civil aviation. He said that air transport was not only a problem of peace but an urgent requirement of war. We were beginning to make transport aircraft for ourselves and to obtain the promised supplies from America. He had decided to establish a Royal Air Force Transport Command. In addition to controlling the operations of Royal Air Force Transport squadrons at home, the command would be responsible for the organisation and control of strategic air routes, for all overseas ferrying, and for the reinforcement moves of squadrons to and between overseas theatres. The British Overseas Airways Corporation would continue as a civil organisation. For some time now, the corporation had been working in close partnership with the Royal Air Force on the North Atlantic route. That partnership would be extended over the wider field, and would ensure that the services and requirements of the corporation were integrated with those of the new command.

Mr. F. Montague (Islington West—Lab.) welcomed the formation of a transport command. He thought the whole question of the development of civil aviation after the war had been grossly exaggerated. Some types of goods, probably very expensive goods, could be carried at a price, but the great bulk of our trade and transport of goods would have to be done by sea. Aircraft would never be a cheap way of getting a thing or person from A to B.

Captain Peter MacDonald (Isle of Wight—C.) asked what the functions of the air transport command were to be.

Captain Harold Balfour (Joint Under Secretary of State for Air), replying to Mr. R. R. Stokes (Ipswich—Lab.), said he could give him the assurance at once that there was no question of giving any concessions for civil aviation to anyone now or, as far as he could see, at any time during the war, because the whole of civil aviation was State directed at the present time. Under Section 32 of the British Overseas Airways Act, the British Overseas Airways Corporation had had to put its undertaking entirely at the disposal of the Secretary of State for Air, and he directed it as to what it was to do in aid of the war effort. There was no question of any post-war concession or post-war position existing because either partner in the war effort was travelling over the other's territories or had built bases on the other's territories. The whole of the stock of the British Overseas Airways Corporation which operated at the direction of the Secretary of State, was held by the National Debt Commissioners.

Mr. W. A. Burke (Burnley—Lab.) moved: "That this House, appreciating the important part which civil aviation will play in post-war reconstruction, urges

the Government to adopt a policy which will ensure the immediate development of civil air transport at the conclusion of hostilities, so that, in co-operation with the countries of the British Commonwealth and with other members of the United Nations, this means of communication shall be turned to peaceful ends and promote better international relationships as well as the economic welfare of all peoples." He said that he was a little concerned about the interest which was being taken in civil aviation by certain interests who had been approaching the Air Ministry and attempting to get guarantees that their position would be safeguarded. He hoped that the Government would see that the future of civil aviation was not tied up with the shipping or railway interests. He hoped that the Secretary of State would say to these people that financial and vested interests would not be allowed to step in and run aviation in the interests of finance but that it would be run only in the interests of service. Indeed, it was the declared policy of the Government that for external lines there should be one State-owned Corporation over which the Minister, by the 1939 Act, had a considerable amount of control. The success of civil aviation in future depended on putting it under the control of men with vision, men whose ideal was service to the community, and, generally speaking, younger men with technical ability. He hoped that the Government would approach the United States of America regarding the international future of air transport. He asked whether the Government were preparing any plans and getting ready for discussions. The Government should try immediately, to open discussions with the United States, and with Russia, and consider the matter from the point of view of the international control of the whole of the airways of the world. He hoped that the Government would not suggest that the air traffic of the world should be parcelled out. Let us go to Americans and Russians and propose straight away an international directorate of aviation, with representatives from the Government of each country prepared to join. Let us also get collaboration with the Dominions and make a proposal for an international direction and control of the whole of the airways of the world.

Mr. F. G. Bowles (Nuneaton—Lab.), who seconded the motion, suggested that a body should be set up which might call itself World Airways Limited, with power to issue 3 per cent. debenture stock in a decided quantity which would be variable. It would be fixed interest bearing trustee stock. Governments, individuals, banks, and commercial houses would be entitled to subscribe, and the organisation would receive the necessary capital. The directors or members of the board or committee should be the nominees of three small countries like, say, Norway, Sweden, and Switzerland, and not the nominees of Powers like the British Government, the American Government, and Russia.

Mr. A. Bevan (Ebbw Vale—Lab.) said that in the matter of civil aviation we were handling international dynamite. If we were to start off by competition in free air, we were going to be very much behind.

Earl Winterton (Horsham & Worthing—C.) said that the United States of America, Soviet Russia, and China were

determined to have control over the air services within their own territories. Lord Winterton did not believe it was possible to leave the question of civil aviation in the hands of unrestricted private enterprise. It would be desirable if the four great Allies, and the smaller Allies as well, tried to come to some agreement before the war was over that they intended to nationalise or control civil aviation. That would involve their extending that control to the machines which flew over other countries.

GOVERNMENT REPLY

Sir Archibald Sinclair, replying to the discussion, asked Members to keep an open mind as to what Ministry civil aviation should fall under after the war. It was one of the subjects which the Government would have to consider very carefully in connection with the future of civil air transport, and the alternative suggestions which had been made would require very careful consideration. Sir Archibald then went on to make a statement of policy of the War Cabinet in the course of which he said that the Government was alive to the possibilities of civil aviation, and also to the fact that we had to play our part in its development after the war. Since the outbreak of war the British aircraft industry of necessity had been producing warplanes, and no one would question the wisdom of this policy. The time had now arrived to prepare for the return of peace, and the Government had already set up a committee, under Lord Brabazon of Tara, to consider briefly the post-war types of civil aircraft, and that committee had already reported. It recommended immediate work on the design of civil aircraft of new types and preparations for the conversion of military aircraft. Steps to provide aircraft suitable for passenger and goods transport had to be taken, and the War Cabinet had accordingly decided that a limited number of types of these machines should be designed, with the assistance of the Government, as soon as this could be arranged without interference with work on warplanes. The Government would, in association with the industry, do its utmost to organise design staffs of the high calibre required so that they might start without delay on the design of some, at least, of the new types recommended and on conversion work. The Government also was giving close attention to the organisation of international civil air transport after the war.

In the view of His Majesty's Government, some form of international collaboration would be essential if the air was to be developed in the interests of mankind as a whole, trade served, international understanding fostered, and some measure of international security gained.

Air Transport

The Marquess of Londonderry, in the House of Lords on March 11, moved: "That in the opinion of this House it is of vital necessity to secure for this country a due share in the development of air transport, and that this subject demands immediate and earnest attention." He said his object was to urge the Government to propound an air transport policy, an Empire Commonwealth policy. He was most anxious that this branch of aviation should be separate from the Air Ministry. No monopoly should be given to any company. He

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would like to see all those air lines and all those shipping companies which were interested in this matter enabled, by the announcement of a Government policy, to make their plans, to ask for designs, and to take steps to have aircraft for this purpose in production. It was highly important for countries like the United States to be fully aware of our plans and of the position which we, as an Empire, were determined to occupy in relation to the air. He would not like there to be any misunderstanding as to what our ideas were about the place we were prepared to occupy. Immense progress in relation to what we called civil aviation was going on in America at the present time.

Viscount Rothermere said that air transport planes should be manufactured on the four-figure scale, and not on the three-figure scale. He could not see why there should be any question of undue competition, if good sense was shown and if the nations did not endeavour to run what before the war were described as prestige services—that was to say, to run lines in every direction to keep up the prestige of the country. We wanted to run utility lines, lines for which there was a really sound basis; and it was clear that, so far as this country was concerned, the soundest routes which could be mapped out were those to and from parts of the British Empire.

Lord Essendon said that these air services might very well be run over sea routes by the mercantile marine. When plans for air services affecting sea routes were under consideration the committee strongly emphasised that it was in the national interest that shipping should play its part. It was not only fair to shipowners but it was in the national interest that they should be encouraged to run air services on the routes where they had developed sea traffic.

Lord Grimthorpe said that a Ministry of Air Transport should be formed at once and all plans should be made by it for controlling air transport both during and after the war. He did not believe that the Air Transport Command would serve the right purpose. A Ministry of Air Transport, if formed at once, should have as its first task the formation of an organisation to act as carriers for the Services and for Government Departments and, so far as possible, to cater for other needs. If the Air Ministry was left to deal with air transport, either by means of a civil department or by means of an R.A.F. Air Transport Command, it was probable that nothing constructive would be done.

Lord Sempill suggested that a Royal Commission should be established on which the best brains of the United Kingdom should be made available to press forward at all times with the vital development of air transport. He also suggested that the Air Transport Command to be established should be made a joint United Nations Command in which the United States of America and Great Britain would play the principal parts. That would help to lay the foundation of that measure of co-operation in the field of commercial air transport which must exist between the two English-speaking peoples, and which would and could serve as an example to the world at large.

Viscount Maughan said that if this country was to secure a due share in the development of air transport it was important that we should come to an agreement as soon as possible with our

Dominions, the United States of America, Russia, and maybe with some other countries.

GOVERNMENT REPLY

Viscount Cranborne (Lord Privy Seal & Leader of the House), replying for the Government, said that civil aviation was in fact essentially an international problem; and a detailed declaration of policy by His Majesty's Government given unilaterally in that House by him, however great satisfaction it might afford to Lord Londonderry and the House generally, would really have no value at all unless it was agreed with other nations. After reading the statement of Government policy on the subject in the terms used by Sir Archibald Sinclair (Secretary of State for Air) in the House of Commons, Lord Cranborne said that if other nations insisted upon cut-throat competition, we were quite ready to enter the fray. We had produced the best war planes, and we were convinced that we could also produce the best planes for civil flying. But cut-throat competition was inevitably both wasteful and expensive. We should prefer international collaboration, and such international collaboration we were very ready to discuss with other nations concerned. The Government was determined that British civil aviation should play a full part in the post-war world.

Lord Davies withdrew his Amendment, and the Motion was agreed to, after Lord Londonderry had thanked Lord Cranborne for the way in which he had dealt with it.

Questions in Parliament

Transport of Flowers

Mr. Noel-Baker, Joint Parliamentary Secretary, Ministry of War Transport, on March 18 made the following statement:—A number of members have asked me Questions in recent weeks concerning the transport of flowers by rail. The Government has reviewed the present arrangements, and has decided that the lengthening hours of daylight will make it possible, subject to the conditions which I will indicate, for some flowers to be carried by rail. The Transport of Flowers Order is, therefore, being suspended as from March 25, and during the summer months. This suspension of the Order does not, however, mean a return to the conditions which existed before it was introduced. On the contrary, it must be clearly understood that the carriage of flowers will be subject not only to the state of railway traffic, but also to the following special conditions:—

First: no special or additional trains will be run for the carriage of flowers.

Second: flowers or plants will only be carried subject to the prior claims of perishable foodstuffs and other essential traffic.

Third: flowers or plants will not be carried in any case where a reduction in the accommodation for passengers would be involved.

Unless these conditions can be fulfilled, flowers will not be accepted for conveyance. Thus they will not be carried on heavily occupied lines. No guarantee can be given of conveyance by any particular service, and conveyance will be only at owner's risk. Growers must, therefore, ascertain from local railway officials what services are likely to be available before they arrange to present their consignments. These new conditions do not, of course, apply to plants for producing food crops, or to those forms of hardy nursery stock which are excluded

from the operation of the present Order. These plants, bushes, shrubs, and trees, will continue to be carried as they have been hitherto. The directions required to give effect to these arrangements are being issued to the railways without delay. I must add this warning to the House and to the public. Although the Minister of War Transport has been glad to make these small concessions for the transport of flowers, it must not be assumed that the need for the strictest economy in the use of all forms of transport has become less urgent than it has been in the recent past.

Sir H. Williams (S. Croydon—Con.): Will the Postmaster-General also modify his prohibition of the conveyance of flowers by parcel post? Will the Minister ask the Home Secretary also to review the very heavy penalties imposed for offences which happened only a day after the Order was issued, and in which a number of people were arrested and very heavy fines were imposed on them?

Mr. Noel-Baker: I understand that it will not be possible for the Postmaster-General to relax his present Order. As to the second Question, the hon. Member will no doubt remember that the penalties were imposed under the Defence Regulations and were for offences which were certainly most unpublic-spirited.

Mr. E. Shinwell (Seaham—Lab.): Was it necessary to modify the original Order? Is it not a terrible commentary on our proceedings that we should be modifying the decision of the Government in this matter at a time when we are asking men to sacrifice their lives?

Mr. Noel-Baker: No, sir, I do not admit that at all. We have made a very considerable economy of transport during the winter by this Order. Conditions in the summer are quite different. I am sure that Mr. Shinwell would not ask us to impose austerity for austerity's sake. I hope he will recognise that this arrangement now proposed will, broadly, permit the use of carrying capacity which otherwise would be unused.

Sir H. Williams: May I press the Minister further on this point? Is he aware that when the Order was published the only public reference to it was five lines in *The Times* newspaper, and that next day four people, who were totally unaware of the existence of the Order, were arrested at Paddington Station and that fines up to £75 were imposed?

Mr. Noel-Baker: That is obviously a matter with which I cannot deal now. I hope Sir Herbert Williams will realise that travelling for the carriage of flowers in order to obtain high profiteering prices is an anti-social abuse that we ought to stop.

Sir Joseph Lamb (Stone—Con.): Further, with regard to the Post Office, may we know whether Mr. Noel-Baker will be in communication with the Postmaster-General, and whether it is absolutely certain that no relaxation of the Order as to the carriage of flowers by post will be made?

Mr. Noel-Baker: Certainly, I will consult with the Postmaster-General, and I believe I am right in saying that it is not absolutely finally settled.

Mr. De la Bère (Evesham—Con.): Is Mr. Noel-Baker aware that the prime cause of all this trouble was the hasty and unfortunate drafting of the Order in connection with flowers?

Mr. Noel-Baker: I do not at all accept that criticism.

Post-War Transport

Mr. G. Ridley (Clay Cross—Lab.), on March 10, asked the Parliamentary Secretary to the Ministry of War Transport if

he would state the broad outline of the proposals formulated by his department for the post-war reorganisation of transport; and to whom had they been submitted?

Mr. P. J. Noel-Baker: When the Minister of War Transport has formulated definite proposals for the post-war reorganisation of transport, he will submit them to his colleagues in the Government for their consideration, but that stage has not been reached.

Mr. Ridley: Will they be laid before the House?

Mr. Noel-Baker: Yes, sir, in due course they will have to be laid before the House.

Captain W. D. Strickland (Coventry—C.): Am I to take it that there is under contemplation the State organisation of transport after the war?

Mr. Noel-Baker: I do not think Captain Strickland should make any assumptions.

Long-Distance Trains

Mr. David Adams (Consett—Lab.) on March 11 asked the Parliamentary Secretary to the Ministry of War Transport, whether he was aware that long distance trains were leaving Kings Cross with men, women, and children passengers standing in the corridors for long periods, whilst first class compartments were seating only six persons each; and whether, to remedy these hardships, he would give instructions that seating should in future be not less than eight persons each compartment when required.

Mr. Noel-Baker: I share Mr. Adams' anxiety that the passengers on long distance trains to which he refers shall be spared all avoidable discomfort. I understand, however, that the seating accommodation in these trains, both in first and third class compartments, is already being used to its full capacity. In some first class compartments the fixed projecting armrests make it impracticable to seat more than six persons. But the train attendants have been instructed that where first class compartments can seat eight passengers in reasonable comfort, this additional accommodation must be used.

THE RAILWAYS OF GUATEMALA AND SALVADOR

(Concluded from page 333)

way. This was originally undertaken by the Government in 1882 and the first section was from Acajutla to Sonsonate, a distance of 12 miles. Financial difficulties delayed progress until 1899, when the then holder of the concession, the Central American Public Works Company, transferred the property to a British undertaking, the Salvador Railway Co. Ltd., under the control of which the line was completed and extended. This company's system now runs from Acajutla, on the Pacific coast, to Santa Lucia (Santa Ana) which was opened in 1896; and from Sitio del Nino to San Salvador, opened in 1900; a total length 100 miles.

The railway mileage of Salvador, so far as information is available, may be summarised as follows:—

	Gauge	Mileage
International Railways of Central America	3 ft.	285
Salvador Railway Co. Ltd.	"	100
		385

The Santa Tecla electric railway, consisting of 9 miles of 3-ft. gauge, connects the Capital with the town of that name, but it is understood that the service has been suspended and replaced by a bus service on the main road between the two cities.

Notes and News

Barsi Light Railway Co. Ltd.—The directors have declared a dividend of 2 per cent. actual in respect of the half-year ended September 30, 1942, on the ordinary stock, payable on April 15, 1943.

Peruvian Corporation Limited.—The corporation will on April 1 pay to its debenture holders on account of interest the sum of 3 per cent. This payment will be made in full discharge of Coupon No. 95 representing the instalment of interest due October 1, 1937.

Agreed Charges.—Sixty-four more applications for the approval of agreed charges under the provisions of Section 37 of the Road & Rail Traffic Act, 1933, have been lodged with the Railway Rates Tribunal. Notices of objection must be filed with the Registrar of the tribunal, at Wellington House, 125-130, Strand, London, on or before April 9.

D. Napier & Son Ltd.—The Treasury has approved the exchanges, on the part of shareholders of D. Napier & Son Ltd., of their ordinary shares for ordinary stock of the English Electric Co. Ltd. (Reference to the acquisition of a controlling interest in D. Napier & Son Ltd. by the English Electric Co. Ltd. was made in our March 12 issue).

Buenos Ayres & Pacific Railway Co. Ltd.—The Buenos Ayres & Pacific Railway Company announces that payment will be made on June 4 of a half-year's arrears of interest to July 1, 1938, less tax, on the company's 4½ per cent. consolidated debenture stock to holders registered April 29. It will also pay £136,300 to the Argentine Great Western Railway Co. Ltd., to enable that company to distribute one half-year's arrears of interest to October 1, 1938, on its 5 per cent. debenture stock.

British Wagon Co. Ltd.—Net earnings for the year 1942 were £93,070 and net dividends from investments £4,195, making a total income of £97,265 (£86,567). Net profit after providing for interest, taxation, and fees was £28,946 (£13,972). The final dividend is 10s. 6d. a share, making 13s. 6d. (22½ per cent.) on the shares with £3 paid, and 3s. 6d. a share, making 4s. 6d. a share (22½ per cent.) on the shares with £1 paid. A sum of £15,000 (nil) is set aside as additional provision for taxation, leaving £38,545 (£39,224) to be carried forward.

Grand Canal Company (Eire).—Mr. John McCann, Chairman, presiding at the annual general meeting of this company on February 25, recalled that over £2,000,000 had been spent on the construction of the canal. Of this sum £1,800,700 had been subscribed publicly and privately. The capital was now reduced to £702,500, including debenture stock. While the company had benefited by less road competition, commodity shortage had more than offset this. A dividend of 2½ per cent. per annum on the ordinary shares for the year 1942 was declared.

West Yorkshire Road Car Co. Ltd.—This company is controlled jointly by the L.N.E.R. and L.M.S.R. Companies and by Tilling Motor Services Limited. In the year 1942 traffic receipts and other income less operating, management, and general expenses amounted to £483,791 (£492,030). Fuel taxation and vehicle licences took £54,139 (£52,415), income tax and provision for E.P.T. £268,864 (£275,530), directors' fees were £2,438 (£2,397), transfer to depreciation reserve was £38,040 (£41,500), and £25,000 (same) was put to reserve for contingencies. Net profit was £95,310 (£95,189), and adding £27,877

brought forward makes a total of £123,187. Dividend on the ordinary shares is 10 per cent. for the year, tax-free, absorbing £78,750 (same) and the balance carried forward is £31,437.

Sugar Beet Transport.—Ever since the railways in 1912 first encouraged growing sugar beet crops, by publicity campaigns and by offering sites for factories, the cultivation of beet has progressed. It is estimated that 2,000,000 tons of sugar beet have been moved by the railways to the factories during the past six months, using some 200,000 wagons. This country is now growing the equivalent of the whole

British and Irish Railway Stocks and Shares

Stocks	Highest 1942	Lowest 1942	Prices	
			Mar. 19, 1943	Rise Fall
G.W.R.				
Cons. Ord.	58	39	57½	— 1
5% Con. Pref.	115½	105½	118	—
5% Red. Pref. (1950) ..	109½	103½	108	—
5% Rt. Charge	133½	123½	135½	—
5% Cons. Guar.	130½	121½	134	—
4% Deb.	117	105	117	—
4½% Deb.	118	108	116½	—
4½% Deb.	125	113	122½	—
5% Deb.	137	127	136	—
2½% Deb.	77	70	75	—
L.M.S.R.				
Ord.	28½	16½	29½	— ½
4% Pref. (1923)	63½	50½	61½	— ½
4% Pref.	76½	67½	78	— ½
5% Red. Pref. (1955) ..	102½	94½	104½	— ½
4% Guar.	104½	97½	104	— ½
4% Deb.	102½	101½	107½	— ½
5% Red. Deb. (1952) ..	111	107½	110½	— ½
L.N.E.R.				
5% Pref. Ord.	9½	2½	8½	— ½
Def. Ord.	5½	1½	3½	— ½
4% First Pref.	62	49½	60½	— ½
4% Second Pref.	32½	18½	32½	—
5% Red. Pref. (1955) ..	95½	79	94½	— ½
4% First Guar.	98	88	99½	— ½
4% Second Guar.	90	78	90½	— ½
3% Deb.	83	76	84½	— ½
4% Deb.	106½	100½	107	— ½
5% Red. Deb. (1947) ..	106	103	104½	— ½
4½% Sinking Fund Red. Deb.	106	102½	106½	— ½
SOUTHERN				
Pref. Ord.	77	61½	73½	— ½
Def. Ord.	23½	14½	22	— ½
5% Pref.	112½	104	117	— ½
5% Red. Pref. (1964) ..	110½	105½	111½	— ½
5% Guar. Pref.	131	121½	133½	— ½
5% Red. Guar. Pref. (1957) ..	115½	109½	114½	— ½
4% Deb.	116	104½	116	— ½
5% Deb.	134	125½	135	— ½
4% Red. Deb. (1962-67) ..	110½	106	110½	— ½
4% Red. Deb. (1970-80) ..	111	106½	110½	—
FORTH BRIDGE				
4% Deb.	109½	108	108	—
4% Guar.	105½	100	104½	—
L.P.T.B.				
4½% "A"	122½	111	121½	— 2
5% "A"	131½	122	129	—
3% Guar. (1967-72) ..	95½	97½	100	—
5% "B"	121	111½	120½	—
"C"	56½	38	54½	—
MERSEY				
Ord.	27½	20½	28	—
3% Perp. Pref.	61½	56½	61	— 1
4% Perp. Deb.	102½	99½	104	—
3% Perp. Deb.	80½	76	79	—
IRELAND				
BELFAST & C.D.				
Ord.	9	4	9	—
G. NORTHERN				
Ord.	29½	12½	18	—
G. SOUTHERN				
Ord.	25	10	9½	— 1
Pref.	29	12½	13½	— 1
Guar.	53	35½	28½	— 1
Deb.	71½	55½	56	— 1½

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March 26, 1943

THE RAILWAY GAZETTE

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OFFICIAL NOTICES

OFFICIAL ADVERTISEMENTS

OFFICIAL ADVERTISEMENTS intended for insertion on this page should be sent in as early in the week as possible. The latest time for receiving official advertisements for this page for the current week's issue is 9.30 a.m. on the preceding Monday. All advertisements should be addressed to:—The Railway Gazette, 33, Tothill Street, Westminster, London, S.W.1.

OVERSEAS EMPLOYMENT.—A Traffic Manager is required by the Trinidad Government Railway for three years, with possibility of permanency. Salary T\$3,360, rising to T\$3,840 by annual increments of T\$120 (Trinidad dollars 4.80 = £1). Free passage. Candidates should have had good experience in the goods and traffic branches of an English or Colonial Railway. Written applications (no interviews) giving full particulars of age, registration numbers, qualifications, experience, and name of present employers, should be sent to the Secretary, Overseas Manpower Committee (Ref. 747) Ministry of Labour & National Service, Sardinia Street, Kingsway, London, W.C.2.

Now on Sale

Universal Directory of Railway Officials and Railway Year Book

48th Annual Edition, 1942-43

Price 20/- net.

THE DIRECTORY PUBLISHING CO., LTD.,
33, Tothill Street, Westminster, S.W.1

of its present sugar rations. Harvesting sugar beet crops in various parts of the country is dependent upon the mass transport of the roots from the fields to eighteen factories. The issue of permits to the farmers ensures that there is a regular flow of roots from September to March passing weekly to the manufacturers.

L.N.E.R. Contributions to Edinburgh Infirmary.—The sum of £2,548 was contributed to the Edinburgh Royal Infirmary by L.N.E.R. employees last year. This figure exceeded the total for 1941 by £310.

British Thomson-Houston Co. Ltd.—Profit for 1942, after tax provision, was £62,883, against £559,776 for the previous year. The charge for depreciation was £224,950 (£229,667); allocation to general reserve was £100,000 (same); the ordinary dividend was 7 per cent. (same); and £254,171 (£217,413) was carried forward.

Railway Strike in Argentina.—Railway unions in Argentina, which allege that the Entre Rios and Argentine North Eastern Railways have failed to act on the Decree of March, 1942, suspending the wage-restrictions previously authorised, recently called for a partial strike as a protest against the alleged failure.

Vickers Limited.—At a meeting of the board held on March 16, it was decided to recommend for approval at the annual general meeting to be held on April 12, 1943, a final dividend on the ordinary stock of 6 per cent. actual, less income tax, making 10 per cent. for the year ended December 31, 1942. Subject to such approval, payment will be made on April 3, 1943: Net profit for the year, after providing for taxation, is £962,600, against £908,905 in 1941. The transfer to contingencies is £250,000 (£250,000 in 1941) and the carry forward £783,447 (£690,786 in 1941).

The Need for More Salvage.—At a luncheon given on March 16 by the Chairman (Mr. Stanley Bell) and the directors of the Waste Paper Recovery Association Limited, the Minister of Supply, Sir Andrew Duncan, said that, since the beginning of the war, the total recovery of waste paper had touched nearly three million tons; but more was required for essential war purposes if the needs of everyday life were not to be curtailed further. The tonnage of rubber recovered had exceeded expectations, but, with 90 per cent. of the natural rubber resources in enemy hands, it was obvious that the conservation of existing stocks for essential purposes was necessary until sufficient supplies of America's synthetic product were available. A large proportion of the rubber in the country was used for tyres, yet only about 28 per cent. of the civilian tyres returned were fit for retreading. That proportion must be increased greatly by careful driving and upkeep. Sir Andrew Duncan congratulated the local authorities on their achievements in the collection of salvage, involving, on

an average, something like six million calls a week, in spite of transport and manpower difficulties. The total amount of salvage collected by them in the last three years had been nearly four million tons; he hoped that in 1943 the total would be raised to six million. He paid tribute also to the merchants, and to the Waste Paper Recovery Association, which had rendered, in one of the best publicity campaigns of the war, a unique service in making and keeping citizens salvage-minded.

Vacancy for Traffic Manager.—A traffic manager is required by the Trinidad Government Railway for three years, with possibility of permanency. Candidates should have had experience in the goods and traffic branches of an English or colonial railway. Details are given in our Official Notices.

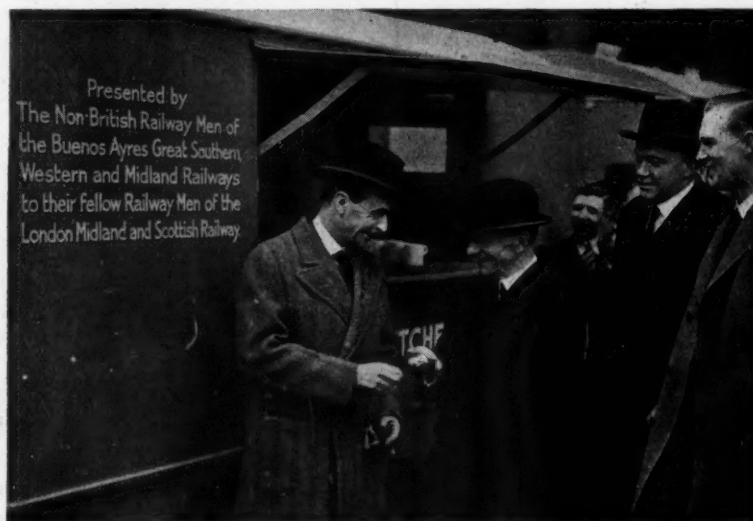
L.M.S.R. Canteen at Derby.—A new canteen, which has cost £20,000, at the Derby Locomotive Works of the L.M.S.R. was opened on March 16 by Mr. G. L. Darbyshire, Vice-President of the company. The accommodation provided includes a dining hall for 1,000 persons and a concert stage.

Argentine Railwaymen's Gift to L.M.S.R.—As recorded in our last week's issue, Argentine railwaymen have subscribed for two mobile canteens, which were presented on March 15 by Mr. J. M. Eddy, Chairman of the B.A.G.S.R. and the B.A.W.R. At the presentation Mr. Eddy

said that his family counted over 70 years' service in the London & North Western and London Midland & Scottish Railways. Argentina, 7,000 miles away, a country twelve times the size of Great Britain, was the first to admit that her development and prosperity had been in great part contributed by British enterprise. British capital had rapidly opened up the country by pouring in money for railway constructions, and now over 15,000 route miles were managed by British companies. A long line of distinguished railwaymen and engineers had given of their best, not only in their technical functions but also by carrying true British ideals with them in their work. Their labours had given much more than material results and had helped to build up for more than a century genuine friendship between the people of this country and the people of Argentina.

Contracts and Tenders

The following orders have been placed recently by the Egyptian State Railways:—
Charles Richards & Sons Ltd.: M.S. spindles.
Vacuum Brake Co. Ltd.: Rolling rings.
Frank Wigglesworth & Co. Ltd.: Ropes.
Tubes Limited: Tubes.
William Blythe & Co. Ltd.: Zinc chloride.
Taylor Bros. & Co. Ltd.: Tyres.
Arthur Balfour & Co. Ltd.: Special steel.
Ransome & Marles Bearing Co. Ltd.: Ball bearings.
Midland Electric Manufacturing Co. Ltd.: Cut-out bases and fuse carriers.



The Argentine Ambassador, Señor Don Miguel Carcano; Sir Thomas Royden, Chairman of the L.M.S.R.; Mr. J. M. Eddy, Chairman of the B.A.G.S.R. and the B.A.W.R.; and Mr. W. J. Coaley, Secretary, London Railwaymen's Canteens Association, at the presentation to the L.M.S.R. of two mobile canteens subscribed for by non-British employees of the B.A.G.S.R., the B.A.W.R., and the B.A.M.R.

Railway Stock Market

The quiet and inactive conditions which have obtained in Stock Exchange markets were again attributed to the approaching Budget and also to the prevailing tendency to await the next turn in war developments. The Prime Minister's speech had the effect of increasing confidence in the future, despite the many difficulties that will have to be solved in the post-war period, and there was very little selling of securities. The trend to slightly lower prices in evidence in most sections of the Stock Exchange was attributed to absence of improvement in demand. As was to be expected, home railway securities reflected the prevailing tendency, although investment buying maintained a firm undertone in prior charges and various preference stocks. L.M.S.R. 4 per cent. senior preference still yields over 5 per cent., and L.N.E.R. first preference fully 6½ per cent., and a similar return to the latter is obtainable on L.M.S.R. 4 per cent. 1923 preference. Despite the attractive yields (which on the junior stocks now range up to 8½ per cent.) it would still appear that any general and sustained rise in home railway securities will have to await a return of active conditions to Stock Exchange markets. The position of the railways under the rental agreement is clearly defined, as is the dividend position of the junior stocks. The extent

of the sacrifice made by stockholders in the national interest will be indicated by the forthcoming White Paper on the earnings of the controlled railway undertakings, particularly as earnings for the past year were much in excess of those in 1941. It is to be hoped that it will become more generally realised by the public that the railways and their stockholders have made a very substantial sacrifice under the rental agreement. As pointed out at the recent meeting of the Great Western Railway, it was recognised that in time of war the national interests are paramount and necessitated ordinary commercial considerations being set aside, but that on the other hand the £43 millions rental was not accepted as in any way representing the existing or potential earning capacity of the railways. It is interesting to note that despite the slightly improved dividends, current prices of junior stocks of the home railways are back to around the levels at which they commenced the current year; but that on the other hand, various of the guaranteed and senior preference stocks are several points higher than on January 1 last. Great Western 5 per cent. preference has improved since that date from 113½ to 118½, and the ordinary stock is little changed at 58. L.M.S.R. 4 per cent. senior preference has improved from 76½ to 78 since January 1,

and the ordinary stock from 28½ to 29½. During the same period, Southern preferred has gone back from 75½ to 73, and the deferred from 23½ to 22, but on balance the 5 per cent. preference has risen from 111 to 117.

The current level of 58 for Great Western ordinary compares with 58½ a week ago, but on the other hand, the 5 per cent. preference at 118½ has improved fractionally on balance. Great Western 4 per cent. debentures were unchanged at 117. L.M.S.R. ordinary, 29½ a week ago, has eased to 29½ at the time of writing; the senior preference was maintained at 78, although the 1923 preference moved back from 62 to 61½. L.M.S.R. guaranteed was again 104, and the 4 per cent. debentures 107½. Among L.N.E.R. issues, the second preference was 32½, compared with 32½ a week ago, and the first preference 60½, compared with 61; the first and second guaranteed remained at 99 and 90½ respectively. Southern deferred were 22, compared with 22½ a week ago; the yield is less than that obtainable on L.M.S.R. ordinary, but Southern deferred tends to attract attention as a smaller-priced means of participating in the trend of the railway stock market. London Transport "C" was higher at 55½.

Argentine railway securities were mostly easier, although B.A. Gt. Southern debentures and also those of the Central Argentine tended to improve. Antofagasta stocks had a firm appearance. Canadian Pacific were better.

Traffic Table and Stock Prices of Overseas and Foreign Railways

Railways	Miles open	Week Ending	Traffic for Week		No. of Weeks	Aggregate Traffic to date			Shares or Stock	Prices						
			Total this year	Inc. or Dec. compared with 1941/2		Totals		Increase or Decrease		Highest 1942	Lowest 1942	March 29, 1943	Yield %			
						1942/3	1941/2									
South & Central America	Antofagasta (Chili) & Bolivia	834	13.3.43	£ 22,050	£ 40	11	£ 294,210	£ 203,450	+	£ 90,760	Ord. Stk.	14	7½	12	Nil	
	Argentine North Eastern	753	13.3.43	10,512	1,236	37	452,184	387,996	+	64,188	Ord. Stk.	6½	3	6	Nil	
	Bolivar	174	Feb., 1943	4,519	93	8	9,811	9,572	+	239	6 p.c. Deb.	19½	10	19½	Nil	
	Brazil	...	...	...	...	...	...	...	...	...	Bonds	20½	9	20½	Nil
	Buenos Ayres & Pacific	2,807	13.3.43	118,800	19,200	37	3,589,440	3,146,520	+	442,920	Ord. Stk.	7½	4	6	Nil	
	Buenos Ayres Great Southern	5,080	13.3.43	176,700	3,000	37	5,922,960	5,365,800	+	557,160	Ord. Stk.	12½	7½	10½	Nil	
	Buenos Ayres Western	1,930	13.3.43	55,560	1,860	37	1,987,020	1,879,200	+	107,820	"	12½	6	10½	Nil	
	Central Argentine	3,700	13.3.43	133,278	27,480	37	4,808,005	3,910,404	+	977,601	"	12½	4½	7	Nil	
	Do	...	...	...	...	...	...	...	...	...	Dfd.	3½	2½	4½	Nil
	Cent. Uruguay of M. Video	972	13.3.43	37,081	6,602	37	994,931	890,801	+	104,130	Ord. Stk.	8	4	6½	Nil	
	Costa Rica	262	Feb., 1943	17,896	3,118	35	114,452	180,476	+	66,024	Ord. Stk.	16½	11	13½	Nil	
	Dorada	70	Jan., 1943	6,000	3,530	4	...	...	...	...	1 Mt. Db.	90½	89	89½	6½
	Entre Rios	808	13.3.43	15,324	1,650	37	656,988	570,186	+	86,802	Ord. Stk.	33	4½	6	Nil	
	Great Western of Brazil	1,030	12.3.43	17,700	8,200	10	178,400	124,900	+	53,500	Ord. Sh.	9½	9½	36/3	Nil	
	International of Cl. Amer.	794	Jan., 1943	\$655,799	\$5,506	4	\$655,799	\$661,305	-	\$5,506	"	...	...	...	...
	Interoceanic of Mexico	...	...	...	...	...	...	...	...	...	1st Pref.	1½	5/3	2	Nil
	La Guaira & Caracas	22½	Feb., 1943	8,645	2,685	8	18,080	12,390	+	5,690	5 p.c. Deb.	11½	5	8½	Nil	
	Leopoldina	1,918	13.3.43	34,340	1,724	10	329,182	310,803	+	18,379	Ord. Sk.	6½	3½	5	Nil	
	Mexican	483	7.3.43	ps. 378,900	ps. 41,700	9	ps. 2,982,600	ps. 3,152,100	+	ps. 169,500	Ord. Sk.	1	1	1	Nil	
	Midland Uruguay	319	Jan., 1943	16,209	2,611	31	98,364	94,599	+	3,765	"	...	...	...	...
	Nitrate	382	15.3.43	4,306	856	9	27,604	24,928	+	2,676	Ord. Sh.	77½	3½	80½	Nil	
	Paraguay Central	274	12.3.43	\$4,025,000	\$520,000	37	\$142,386,000	\$127,347,000	+	\$15,039,000	Pr. Li. Stk.	53	40	52½	11½	
	Peruvian Corporation	1,059	Feb., 1943	83,408	14,355	32	666,842	582,024	+	84,818	Pref.	19½	5½	15½	Nil	
	Salvador	100	Jan., 1942	c 177,000	c 39,000	30	c 609,000	c 499,172	+	c 109,828	"	...	...	...	...
	San Paulo	153½	7.3.43	36,492	1,296	10	338,672	347,904	+	9,232	Ord. Sk.	59	41	60	3½	
	Taltal	160	Feb., 1943	2,495	1,725	33	36,911	35,115	+	1,796	Ord. Sh.	41½	23¼	32½	16	
	United of Havana	1,346	13.3.43	71,307	7,210	37	1,763,506	917,906	+	845,600	Ord. Stk.	8½	2½	6	Nil	
	Uruguay Northern	73	Jan., 1943	1,634	642	31	9,544	8,946	+	598	"	...	...	...	...
Canada	Canadian Pacific	17,039	14.3.43	1,003,600	56,000	10	9,940,600	9,217,000	+	723,600	Ord. Stk.	16½	9½	16½	Nil	
India†	Barsi Light	202	Jan., 1943	22,440	10,612	42	172,958	135,863	+	37,095	—	—	—	—	—	
	Bengal & North Western	2,090	Nov., 1942	264,975	33,087	8	449,400	561,082	+	111,682	—	—	—	—	—	
	Bengal-Nagpur	3,267	30.11.42	312,300	34,564	34	6,958,197	6,411,015	+	547,182	Ord. Stk.	102½	88	103½	5½	
	Madras & Southern Mahratta	2,939	10.1.43	242,475	33,202	28	6,658,391	5,656,721	+	1,001,671	"	105½	87	108½	5½	
	Rohilkund & Kumaon	571	Nov., 1942	555,750	5,072	8	115,950	99,909	+	16,041	"	103½	88½	102½	4½	
South Indian	2,402	30.11.42	173,226	29,138	34	4,339,443	3,547,735	+	791,708	"	...	...	...	...
Various	Egyptian Delta	607	20.1.43	14,821	2,325	43	373,655	272,885	+	100,770	Prf. Sh.	5½	1½	4	Nil	
	Manila	...	...	...	...	...	...	...	...	B. Deb.	44	35	37½	9½	4½
	Midland of W. Australia	277	Jan., 1943	35,039	16,136	28	225,367	141,440	+	83,927	Inc. Deb.	95	90	95½	4½	4½
	Nigerian	1,900	26.12.42	91,754	35,534	38	2,570,963	2,112,188	+	458,775	—	—	—	—	—	
	South Africa	13,291	2.1.43	782,264	21,738	41	31,007,293	30,148,738	+	858,555	—	—	—	—	—	
Victoria	4,774	Nov., 1942	1,407,419	227,886	—	—	—	—	—	—	—	—	—	—		

Note. Yields are based on the approximate current prices and are within a fraction of ½.
† Receipts are calculated @ 1s. 6d. to the rupee

Argentine traffic is given in sterling calculated @ 16½ pesos to the £
§ ex dividend